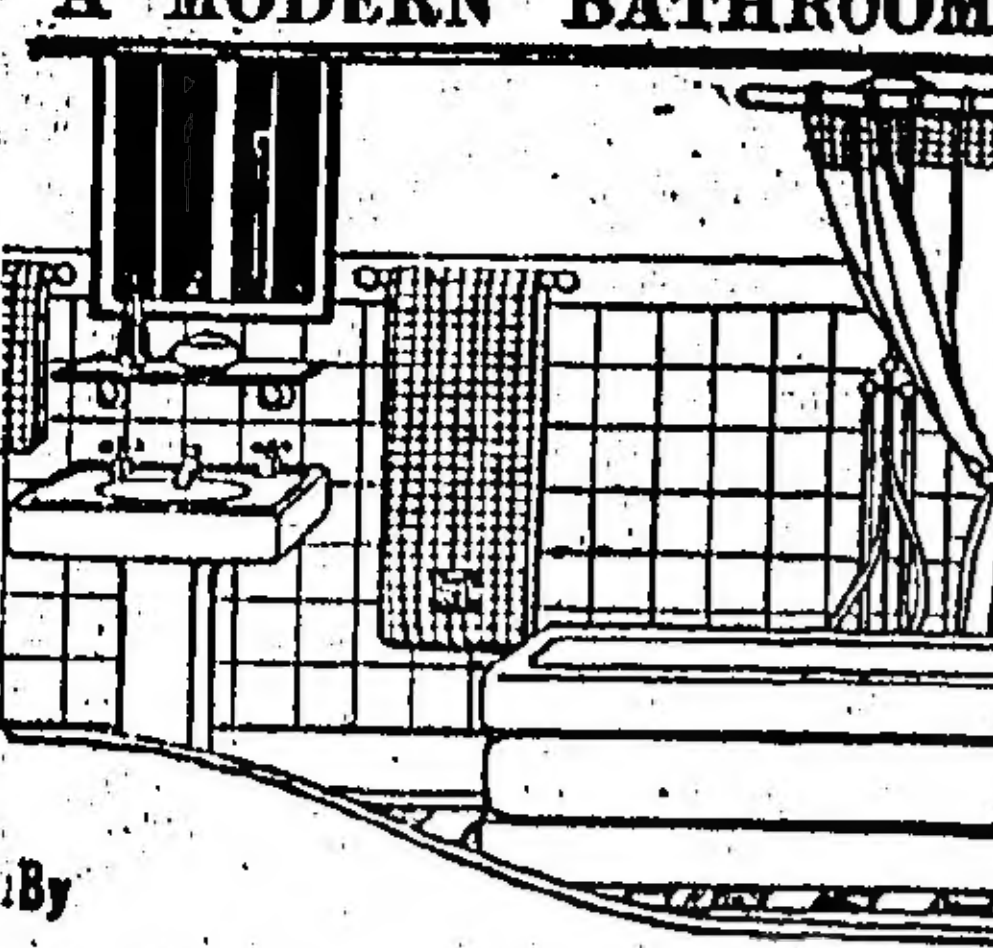


A MODERN BATHROOM



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PRINCE OF WALES' BANNER PRESENTED.

Mention was made at the presentation of the Prince of Wales' Banner to the Second Kowloon Company of Girl Guides yesterday that Lady Stuart Taylor was to be awarded the Medal of Merit by the Executive Committee of the Girl Guide Association.

Prior to presenting the Banner, Mrs. Southern addressed the Guides and Brownies who were lined up in horse-shoe formation in the School compound, Mrs. Southern said:

Miss Sawyer and Guides.—This is a very thrilling occasion both for you and for me, for you are receiving the Prince of Wales' Banner again into your keeping and I am presenting it for the first time owing to the absence of your President, Lady Clementi. I am sure Lady Clementi will regret that she could not be here to-day as much as we regret her absence.

The Prince of Wales' Banner was first competed for in 1924 and it has been held by the following companies:

- 1st Kowloon 1924.
- 2nd Kowloon 1925.
- 2nd Kowloon 1926.
- 1st Kowloon 1927.
- 3rd Hongkong 1928.
- 2nd Kowloon 1929.

so during these six years it has been held three times by 2nd Kowloon, in fact Kowloon has only lost it once which was to the 3rd Hongkong last year. I recommend Hongkong to look to its laurels and make a strenuous effort to carry the banner across the Harbour next year.

Creditable Averages.

However, greatly though I applaud the success of 2nd Kowloon I do not think the other Companies should be discouraged. The averages were very creditable indeed and it should be an encouragement to the unsuccessful companies that the successful company this year was low down on last year's list. It shows that the company has profited by experience and Mrs. Remington's useful reports should be a great help and guide to all companies for next year's competition. I cannot say too much in praise of Mrs. Remington's valuable work in connection with the Banner competition. She throws herself into this work with her customary enthusiasm and I feel sure if she had her way every company would get a banner for they are all so dear to her heart. Our gratitude is due to Mrs. Minnett and Miss Clark for their great help in examining.

Cannot Be Peter Pans.

Before I come to the actual presentation of the Banner there are one or two things I wish to mention. I see in the hall a number of Brownies some of whom seem to me to be bearing an 'out size' in the Brownie world. I hope they are also prepared to be Guides and to carry on the tradition of 2nd Kowloon. There is a tendency for Brownies to love their Pack so much that they feel they would like to be once a Brownie always a Brownie. But it is not the true Guide spirit. Brownies cannot be Peter Pans. They must grow up in order to feed the Guide Companies which in turn feed the Ranger Companies. Only in this way can we keep the Movement vigorous and ever growing.

Local Lady Honoured.

I have some good news to give you not directly connected with the Brownies—I have just received from home the following letter from Miss Montgomery, General Secretary of the Girl Guide Association:

"Dear Mrs. Southern, I am glad to tell you that the Executive Committee decided on Tuesday to award the Medal of Merit to Lady Stuart Tay-

BRITISH SCHOOLS.

BOARD OF EDUCATION'S STATISTICS.

London, Feb. 22.

The President of the Board of Education, Lord Eustace Percy, has issued figures which indicate the progress made in British state schools during the last five years.

In 1923 there were 393,000 full-time pupils in grant-aided secondary schools in England and Wales as compared with 358,000 at the corresponding date in 1923.

In the elementary schools the average number of pupils per teacher was 29.7 in 1927-28, compared with 31.4 in 1922-23.

The number of classes containing more than fifty pupils in elementary schools had during the same period been greatly reduced.

—British Wireless.

lor. The Award will have to be made here in this country, but she will be told that this has been given at the request of the Hongkong Guide Association.

I hope all is going well with you. My New Year Wishes are somewhat belated, but I hope you will accept them.—Yours very sincerely,

(Sd.) Muriel Montgomery, General Secretary.

Delightful Coincidence.

To-day is a great day in the whole Guide world. We could not have chosen a more suitable one for the presentation of the Banner. It is the Joint Birthday of the Chief Scout and the Chief Guide and we together with the Scouts have sent them a telegram of good wishes. It is a very delightful coincidence that these two wonderful people should celebrate their birthday on the same day. We hope with all our hearts that they may both rule over the Scout and Guide destinies for many years. It was my privilege to spend some hours once again under their delightful roof at Fox Hill last year and I can assure you that the true Scout and Guide Spirit dwells in their home—made doubly attractive by a sense of humour which pervades all their doings from sunrise to sunset.

Three Trophies Won.

But time presses and I must not keep you any longer. Before I hand the Banner actually to the company I wish to congratulate the Diocesan Girls' School on having won three Guide trophies this year—the Brownie totem, the R.S.P.C.A. Cup, and the Prince of Wales' Banner. The Banner success is in no small measure due to Miss Jean Ho Tung the keen capable Captain, who is a real support and pillar of the Guide movement.

We congratulate her on her approaching marriage, and her fiancé himself a Scoutmaster on his wise choice—and we congratulate ourselves that she has promised to carry on the company after her marriage. We cannot spare her. It is an interesting fact that Miss Gittins the capable Lieutenant of 2nd Kowloon will be the Captain's sister-in-law. I leave you to work out this rather complicated sentence!

Signal Successes.

These signal successes of 2nd Kowloon would not have been possible were it not for the untiring support and encouragement of Miss Sawyer and her Staff. Miss Sawyer has assisted in every possible way, and we thank her most heartily.

And now let me give the Banner into your safe keeping for this year. The motto the Prince of Wales adopted long centuries ago on the field of battle is "Ich Dien"—"I serve." The aim of the Guides should be to carry into every-day life the spirit of service—service in the home—service in the outside world. We are proud of you 2nd Kowloon for we know you receive the Banner gladly as a sign that you have done your best—but humbly conscious that you have much to learn. My

RADIO BROADCAST.

THE LOCAL PROGRAMME FOR TO-DAY.

The following programme will be broadcast to-day from the Government Broadcasting Station Z.B.W. on 350 metres.

1.48 p.m. Weather Report.

6.30-6.35 p.m. Demonstration Programme.

7.45 p.m. Evening Weather Report.

8 p.m. Evening Programme.

Gems from "Robin Hood."

Victor Light Opera Company.

Dance Music.

8.45 p.m.

"A Night in Budapest."

"A Night in Vienna."

Medley—Waltz.

Hungarian Rhapsody Orchestra.

Dance Music.

9.10 p.m.

"On Approval."

By Frederick Lonsdale.

Act 1 of The A. D. C. Production

relayed from "Theatre Royal."

The Cast.

Maria Wistack, Mrs. E. Davidson.

Helen Hayle, Mrs. Lucy GreenSmith.

Richard Hinton.

Mr. B. L. Seaton-Winton.

The Duke of Bristol, Mr. M. M. Maas.

10.10 p.m. Studio Programme

Continues.

News Bulletin.

Dance Music.

God Save The King.

10.30 p.m. Close Down.

good wishes to you, 2nd Kowloon—my thanks for your good work in the past—my hopes for good fortune in the future.

Mrs. Southern then presented the Prince of Wales' Banner to the Company, later handing a silver cup presented by the Society for the Prevention of Cruelty to Animals to Miss P. Anderson, who wrote the essay on a given subject on behalf of the company. Another cup, presented by the troop for the best patrol during the past year, was handed to the leader of the Holly Patrol.

Three hearty cheers for Mrs. Southern concluded the proceedings. Asst. Commissioner's Report. The report of the Assistant Colony Commissioner on the Prince of Wales' Banner Competition for 1929 is as follows:

The Competition this year was held on February 6 for the Hongkong Companies, and February 8 for the Kowloon Companies. The subjects set included:

Inspection of Companies. Inspection of Company Books. Drills.

Test on Ambulance, Cooking, and General Knowledge. Original Games.

Dr. Minnett tested for the Ambulance and Miss Clarke took the firelighting and cooking. The rest of the Competition was taken by the Assistant Colony Commissioner. Two of the Companies who were near the bottom of the list last year showed remarkable improvement. In fact one of them—the 2nd Kowloon Company—gained the much prized Banner.

All Companies showed great interest and competed very keenly and there was very little difference in the marks in most cases. English Captains of Chinese Companies are of course handicapped because of the language but they must not be disheartened at not being first. It was really a special effort on the part of one of the oldest Companies in the Colony not to be beaten by a new one, that gave the winners the first place.

Miss Kotewall, acting head mistress of St. Paul's, very kindly lent the school for the examination of the Hongkong Companies, and Miss Sawyer lent the Diocesan School grounds for the Competitions in Kowloon.

The general "turn out" of all Companies was excellent and very few marks were lost over the inspection and drills. Some Companies took the Competition rather too seriously perhaps and forgot that Guiding is a game and not hard training! The Captains and Lieutenants showed a most sporting spirit throughout and are to be congratulated on the excellent result of the hard work and time they have expended on their Companies since last year's Competition.

Your Personal Appearance

should be one of your greatest assets. The man or woman who suffers from chronic constipation or sluggish liver cannot look well or feel well. A pimply sallow complexion may lose you a job, an order, or a future husband.

Why not, then, keep the internal machinery in good working order? With the aid of Pinkettes, the dainty little laxatives and liver regulators, it can easily be done. A small dose of Pinkettes when needed ensures daily regularity, a clear complexion, buoyant spirits, good digestion. Dealers everywhere sell Pinkettes, or post free, 60 cents the vial, from Dr. Williams' Medicine Co., 60, Kiangse Road, Shanghai.

PINKETTES
THE GENTLE LITTLE LAXATIVE LIVER REGULATORS
KEEP YOU WELL



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TORTOISE SHELL BOXES AND CASES A SPECIALITY.
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Queen's Road Central.

COMING SOON

Norma Talmadge
"THE WOMAN DISPUTED"
TO THE QUEEN'S

WE ASK YOU

Are you satisfied with your Car Service?

IF NOT

Try

Lane, Crawford's
Ring 8108—Garage

JAPANESE POLITICS.

THE MINISTRY RECEIVES A SET-BACK.

Tokyo, Feb. 22.

The Cabinet received a damaging, but not necessarily mortal defeat, when the House of Peers adopted by 172 to 149 a resolution "expressing regret" at Baron Tanaka's "indiscretion and carelessness" in connection with the resignation of the Education Minister, Mr. Rentaro Mizuno, on May 25 last year.

The question was highly technical, involving the Emperor's unique status in the Japanese constitution. Baron Tanaka's critics alleged that he attempted to overcome a purely political crisis by invoking imperial intervention.

It is stated to be merely a warning, and does not compel the Ministry's resignation, but will weaken the position in the Upper House, increasing the difficulty of passage of the Cabinet's most important measures.—Reuter.

The Star you love to laugh with—

CONSTANCE TALMADGE



TO-DAY and TO-MORROW
At 2.30, 5.20, 7.15 & 9.15 p.m.

AT THE **MAJESTIC**
NATHAN ROAD, KOWLOON.

THE BEST AND CHEAPEST PERMANENT
HAIR WAVING IN THE COLONY
Mrs. BETEN
Tel. K. 681, Extension Room 36.
PENINSULA HOTEL

Seventh Annual Dancing Display

By the Pupils of Miss Violet Capell under the Distinguished Patronage of His Excellency the Governor Sir Cecil Clementi K.C.M.G.

at the **Queen's Theatre**
Wednesday 27th Feb. at 6 p.m.

Star Theatre
Saturday 2nd March at 9.15 p.m.

Part of the Proceeds to be given to the London Hospital.

Advance Tickets to be exchanged for seats booked direct at Anderson's.

Dress Circle \$3.00 Stalls \$3.00

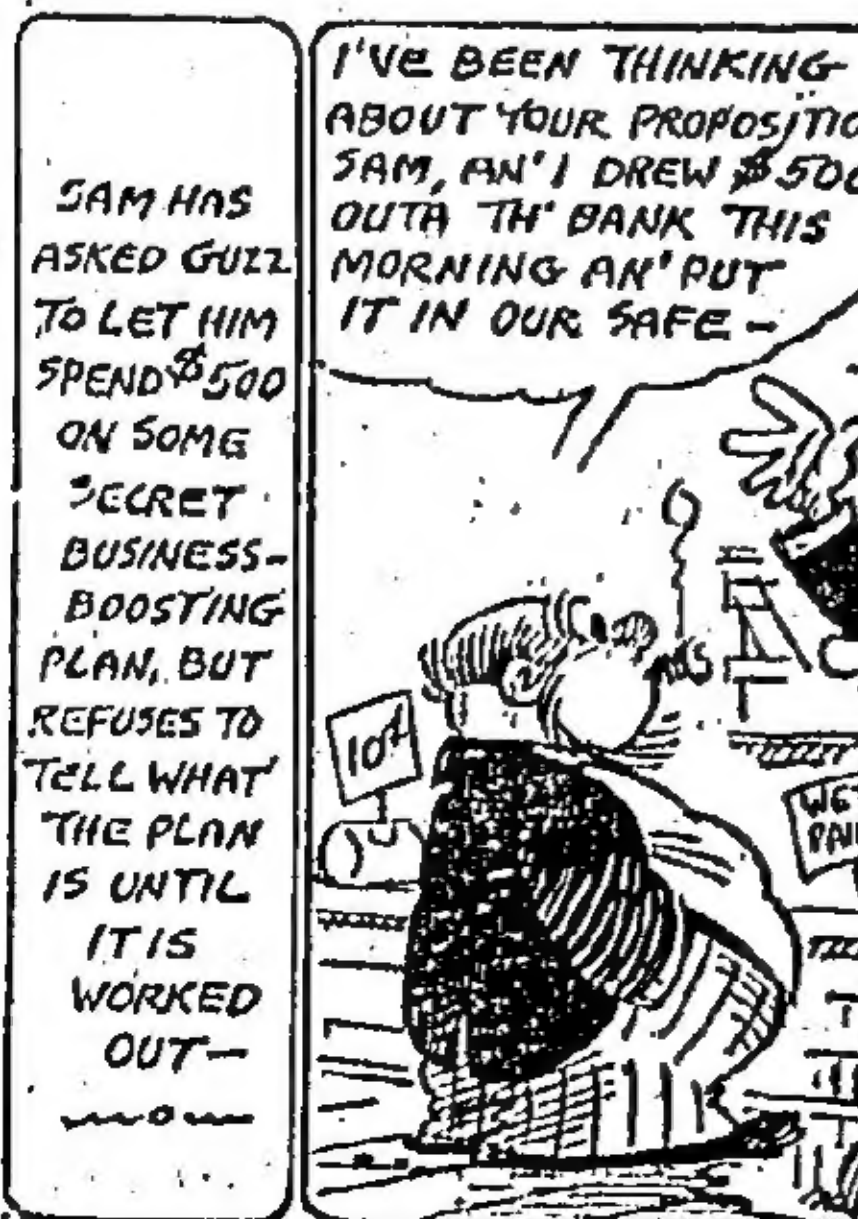
Pit Stalls \$2.00 Pit \$1.00

Children, Soldiers and Sailors in Uniform Half Price.

MRS. SEKAI
MASSAGE

6, Wyndham Street, 1st floor, Hongkong.

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THREE CHEERS!



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Heat or cold—

they need "SCOTT'S"

SCOTT'S Emulsion brings health and strength at all ages of life. Contented and happy are little ones who are nourished by SCOTT'S Emulsion.



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FEBRUARY 25th.

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LA ARGENTINA

Booking at Moutrie's

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Prices:— \$5 & \$3.

Hear your favourite records on the new Decca Six-Six.

The Decca has always been the favourite gramophone of Dance lovers. The new Six Six model is—A new—ten times better than the old.

The exclusive Decca features which give such perfect results—its built-in—retained—the new model carries seven—12 inch records and is compact, light and easily carried.

THE NEW DECCA 66

Obtainable from all gramophone dealers.

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H. P. SURREY, Shanghai.
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THE man who delays buying Life Insurance because he can "make his money turn over more rapidly" often finds to his sorrow that while turn over has been rapid, his capital has diminished. The man who carries adequate Life Insurance never loses any sleep worrying over his investment.

Enquire to-day

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RICH & RARE

OLD TAYLOR

SCOTCH WHISKY

Errors like straw upon the surface flow;
He who would seek a pearl, must dive below.

4 GOLD MEDALS

Sole Agents:—

N. S. MOSES & CO., LTD.

BRAIN POWER OF THE FISH.

THEORY THAT THEY DO NOT LEARN.

London, Jan. 16. Sir Arthur Keith's assertion—that the striate brain of a fish had little or no power to learn by experience is at distinct variance with the views of both Aquarium authorities and fishermen. In fact, if it were really true, said a fisherman of many years' experience yesterday, half the good angling stories in existence would be discounted—even more than they are now.

Mr. G. E. Boulenger, Director of the aquarium at the London Zoological Gardens, said that he entirely disagreed with Sir Arthur Keith. "Whatever else may be said of the brain power of fish," he said, "it most certainly enables them to profit by experience. We see that in this aquarium every day."

He told me the tale of the old pike, which is something of a classic at the Zoo, to illustrate his contention. Some years ago a careless keeper placed a number of small fish in the same tank as a large pike. The pike had an excellent meal.

Then the keeper introduced some more small fish, but this time separated them by a glass panel. The pike made several efforts to swallow his new visitors, but a few hard knocks on its snout soon discouraged it. It never tried again. Months later the glass was removed, but the pike remembered what had happened when it tried to attack the fish, and obviously connecting them with the pain it suffered, left them severely alone.

Eating out of the Hand.

Mr. Boulenger showed me other instances of the fish's undoubted power to profit by experience. When the fish were first put in the aquarium they darted about their tanks and knocked themselves against the rocks. They learned the folly of this within a few hours.

As we walked along the tanks fish rose to the surface in anticipation of something. "You see, they know I am in the habit of feeding them," remarked Mr. Boulenger. Fish out of his hand and even the congers, notoriously savage, had learned by experience that he meant them no harm and would allow themselves to be handled.

Again, turtles like nothing better than a little light refreshment in the way of a mullet or two, and yet in the aquarium turtles and mullet live in peace and amity in the same tank. How was it done? Very simply, Mr. Boulenger told me.

He caused a tremendous commotion in the water before inserting the mullet and thoroughly cowed the turtles, who, convinced that these particular mullet were responsible for the upheaval, decided that they had better make friends with them. Some new mullet put in without any disturbance, however, were promptly disposed of. The old ones still live in safety upon their reputation.

Yet another instance of profiting by experience is provided at the Zoo by the cohabitation of fast and slow swimming fishes which would ordinarily be sworn enemies. Terrified and warlike at first, one soon learned that it could outstrip the other and lost all fear while the slow gentleman learned the futility of chasing something akin to a streak of lightning.

The Wary "Educated" Trout.

Anglers whom I approached yesterday were amused at Sir Arthur's suggestion. They all agreed that the fish was, as it were, a wily "bird" indeed, and certainly profited by experience. This was emphasised by both fly and coarse fishermen.

That fish were warned of possible danger, by the presence of man night of course, be a matter of mere instinct, but that they should refuse a tempting and cunningly disguised bait and recognise in this a real danger, must surely be something far more.

Their memory of past wrongs might not be infallible—indeed the constant tales of fish captured with an old hook in their mouths show this—but, speaking generally, fish like the carp, the tench, and the pike undoubtedly profit by the sudden loss of their friends and relatives, as has been proved constantly in enclosed waters such as the famous Long Water at Hampton Court.

This view is borne out by the fact that a young perch can be caught with practically anything. An older fish takes a lot of enticing, despite its well-known voraciousness.

This is, of course, equally true, and indeed more so, of trout. An "educated" trout which has been fished for constantly takes a great deal of enticing, and exhibits even more cunning than that inseparable from its breed.

Nice, Jan. 25. The yacht Moravia, owned by Mr. Ramsden, an Englishman, caught fire this morning whilst lying in the harbour at Antibes. One of the crew, a Frenchman, lost his life. It is believed that the fire started as the result of an engine explosion.—*Reuter.*

THE VOLUNTEERS.

MAJOR GENERAL LUARD ON DEFENCE NEEDS.

A large crowd assembled at Murray Parade Ground yesterday afternoon to witness the annual inspection of the Hongkong Volunteer Defence Corps by the General Officer Commanding, South China Command, His Excellency Major General C. C. Luard, C.B., C.M.G., this being his last inspection of the Corps before leaving the Colony.

During the course of the parade S/Major Green and Sergt. Jack were decorated with Long Service Medals by Major General Luard; who later made a speech in which he referred to his successor, His Excellency Major General J. W. Sandilands, C.B., C.M.G., D.S.O., saying that he had commanded a Territorial regiment not many years ago so he fully realised the difficulties of volunteer work. He would, however, give every assistance to maintain and increase the efficiency of the H.K.V.D.C.

Shortly before the time of the inspection, the Volunteers marched down Garden Road, having assembled at Headquarters, headed by the band composed of Portuguese members, and entered the parade ground. They lined up facing the bandstand with the Scottish section and Colours in the middle.

Major General Luard arrived with his A.D.C., Lieut. R.Q.F. Johnston, by car a few minutes afterwards. Following the inspection, Major General Luard bestowed the decorations referred to above, after which came the march past, His Excellency and other officers taking the salute.

The General's Address.

Following this the Volunteers formed up on three sides of a square, when Major General Luard delivered an address. After commenting on the first appearance of the band, and expressing appreciation of the efforts of Lieut. Col. L. G. Bird, the Commandant, who had been ably supported by Major R. A. Wolfe Murray, Adjutant, the speaker went on to deal with changes that had taken place in the Corps, and said that all changes were related to the military war needs of the Colony. In the event of such a calamity as war occurring, the Volunteers would be asked to fight under their own commanders, being given definite responsible roles alongside regular troops in defence of the Colony.

Commanders of all units were to be congratulated on the keenness and energy displayed, and the Volunteers were worthy to carry proudly the Colours so kindly presented by the ladies of the Colony, which were then on view for the first inspection parade.

Referring to numbers, His Excellency pointed out that there were not sufficient members and the recent decline in British members was to be deplored. The best recruiters were the Volunteers themselves, and the speaker appealed for help both by practical steps and suggestions.

With regard to the administrative side, Major General Luard continued that the establishments of the units and the means of bringing them up to a condition suitable to take the field, should be adequate and complete. In this connexion they could be sure of obtaining the sympathetic help of the Command Headquarters Staff.

With regard to developments in the future, they would ask the Volunteers to expand the present A. S. C. Cadre to enable it, by drawing on the civil resources of the Colony, to assume responsibility for the supply by mechanical transport of the daily wants of regular and Volunteer units, such as food, ammunition, and stores.

Concluding, His Excellency said that he left Hongkong and its Volunteer Defence Corps with great regret, and he wished them all the very best of luck.

The parade then reformed and marched back to Headquarters, headed by the band.

AMERICAN BLIZZARD.

NUMBER OF LIVES REPORTED TO BE LOST.

New York, Feb. 22.

Twelve lives are known to have been lost in a blizzard yesterday, but many small craft are still overdue.

The whole of the eastern United States is white blanketed by the most severe snowstorm in three years. The snow is piled up to a great depth in the narrow canyons between skyscrapers. It is a godsend to thousands of unemployed, who are now shovelling snow.—*Reuter's American Service.*

A Winner!!

WITH THRILLING REALISM

MAY BE RECALLED AGAIN AND AGAIN IN HOME

MOVIES

A LIVING MEMORY OF YOUR PICTURES

IN ACTION

IS WORTH MORE THAN A MILLION STILLS.

LET US DEMONSTRATE TO YOU OUR

CINE CAMERAS

AT

THE PHARMACY

(Fletcher & Co., Ltd.)

Tel. C. 345. A.P.C. Building.

Owing to the large number of cinema-goers who were unable to see the big German production when it was shown recently to crowded houses at the Queen's, the management has decided to show the picture again for a further two days.

A Wonderfully vivid pictorial record of one of the most stirring and dramatic naval engagements of modern times!

THE EMDEN

PRODUCED WITH THE FULL CO-OPERATION OF THE GERMAN ADMIRALTY!

Actual German officers and sailors played in this splendid film which redounds to the fine courage of both sides in a manner that is beyond praise!

A TREMENDOUS PICTURE OF WAR AT ITS GRIMMEST AND GRANDEST!

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MRS. MOTONO
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THE UNEXCELLED COOKING FAT

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15, Connaught Road, Telephone Q. 3138.

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The following replies are awaiting collection:-

295, 300, 301, 305, 306, 315
344, 363, 371, 374, 376, 381
385, 411, 426, 427, 443, 445
455, 461, 462, 465, 474, 476

SITUATIONS WANTED.

BOOK-KEEPING and SHIPPING CLERK (Chinese) seeks situation. Very wide experience, enterprising and diligent. Can furnish bond, anxious to start. Write Box No. 485, "Hongkong Telegraph."

Man (former champion aviator) American; with very best connections and references now seeks responsible outdoor position anywhere in East. Write Box No. 483, care of "Hongkong Telegraph."

SITUATIONS VACANT.

WANTED.—Experienced European Lady STENO-TYPIST. Please apply Shipping Manager, Jardine, Matheson & Co., Ltd.

WANTED.

WANTED.—An office assistant with good knowledge of English and (preferably) Chinese. Apply, stating experience, age and salary wanted, to Box No. 486, care of "Hongkong Telegraph."

PERSONAL.

Would you have a fresh Clear Skin, and look at your best. You provide the features, Odaschem will do the rest.

Anxious no one more to than yourself for the latest touch in symmetry of perfection. Zo-Glo Powder.

Am willing to tell without meeting that Butywave is popular and makes the hair more attractive than any other preparation.

FOR SALE.

FOR SALE.—Eight Horse Rover. Air Cooled Engine, good condition, \$460. Apply Surgeon Commander Gibson R.N., R.N. Hospital.

PREMISES TO LET.

TO LET.—No 2, Bunsen Villas, Pokfulam, Five Rooms, Tennis Court, Garage and large grounds. Apply:—The Hongkong Land Investment & Agency Co., Ltd., 3, Chater Road.

TO LET.—European House, 2, Argyle Road, Homantin, Kowloon, with five rooms, garden, and garage. Apply: Kung Fat and Co., 109, Des Voeux Road West.

APARTMENT TO LET.

VICTORIA PRIVATE HOTEL, HANKOW ROAD, KOWLOON, rooms with full board from \$96, to \$180 per month, double rooms for 2 persons with full board from \$180 per month, daily rates from \$4 per day, European management. Tel. K-387.

NEW ADVERTISEMENTS.**PRELIMINARY NOTICE.**

The Undersigned have received instructions from Mrs. C. Montague Ede, to sell by Public Auction, a part of her Valuable Household Furniture, on WEDNESDAY, THURSDAY, FRIDAY and SATURDAY, the 13th, 14th, 15th and 16th March, 1929, commencing each day at 11 a.m. with an interval from 1 to 2.30 p.m.

at No. 3, Bowen Road

Teak Upholstered Black Satin Couches, Armchairs, Book Cases, Mahogany Dining Table, Dining Chairs, Tables, Teak Ice Chest, etc., etc.

Teak Bedsteads, Teak Wardrobes with Glass Doors, Teak Dressing Table, Teak Chest of Drawers, Large Teak Linen Cupboards, etc., etc.

Curios, Old Japanese Prints, Water Colours, Bronze and Brass Ornaments, 1 Large Carved Ivory Tusk, etc., etc.

Large Quantity of Blackwood and Red Lacquer Ware, comprising:—

Joss Tables, Tables, Chairs, Bookcases, Cabinets, Desks, Stools, Blackwood Frames with Jades, Ornaments, Screen, Chinese Temple Arms on Blackwood Stands, etc., etc.

also

Telescope in perfect condition, Valuable Books, New Oxford Dictionary and Century Dictionary, etc., etc.

and

One Very Fine and Old Japanese Dinner Service (complete), One Large Kelvinator, One Large American Ice Box with Glass Doors, One Victrola with 600 Records (Mostly Red Seal).

and

Large Quantity of Cocos Palms (Ostrich Feather), Mauritius Palms, Fan Palms, Standard Orange Trees, Plants, Maiden Hair and Asparagus Ferns.

(All Plants in Tubs and Pots.)

1000 Plaster Boards for Garden Beds. On View from Monday, the 11th March, 1929.

Catalogues will be issued. Terms:—Cash on Delivery.

LAMMERT BROS., Auctioneers.

THE HONGKONG & KOWLOON WHARF & GODOWN CO., LTD.**NOTICE TO SHAREHOLDERS.**

THE FORTY-SECOND ORDINARY ANNUAL MEETING OF SHAREHOLDERS will be held at the Office of Messrs. Jardine, Matheson & Co., Ltd., on Thursday, the 7th March, 1929, at noon, for the purpose of receiving the Report of the Directors and the Statement of Accounts for the year ended 31st December, 1928.

THE TRANSFER BOOKS of the Company will be CLOSED from Monday, the 25th February, 1929, to Thursday, the 7th March, 1929, BOTH DAYS INCLUSIVE. By Order of the Board of Directors,

F. H. CRAPNELL, Secretary. Hongkong, 18th February, 1929.

HONGKONG JOCKEY CLUB.

Draft Programmes and Entry Forms for the First Extra Race Meeting to be held on Saturday, 9th March, 1929, (weather permitting) may be obtained at the Race Course, Hongkong Club and Causeway Bay Stables. Entries will close on Monday, 4th March, 1929, at 12 o'clock noon.

CARS FOR SALE.

BUICK.—Five-seater tourer, Majestic body, owner driven since new, splendid condition, has done only moderate mileage. Tyres new. Available middle or end February. Rev. G. E. S. Updell, care of "Hongkong Telegraph."

ARE YOU SICK? Why Continue To Suffer. Get The Poo On Chinese Herbs and Get Well. Contipation; Rheumatism; Dropsy; Typhoid Fever; Nervousness; and Diabetes. Yee Foo Lun, Chinese Herbalist, Managing Director. Entrance 66, Queen's Road Central, Tel. C. 6009.

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MRS. S. UZUNOYE

Export Masseuse 87, Queen's Road C, 2nd floor.

EDINBURGH Close to Bruntsfield Links, in residential part of town, LEAMINGTON PRIVATE HOTEL

Ideal holiday residence, large rooms, every modern convenience. En Pension from £3.3. Bed and Breakfast 8/6. Write Mrs. Demster, Cable "Lakelot."

HONGKONG JOCKEY CLUB.

Race Meeting, 1929.

25th, 26th, 27th, February & 2nd March, 1929.

The first Race on each day will be run at 12 o'clock noon. The first bell will be rung at 11.30 a.m. each day.

MEMBERS' BADGES.

Members' Badges of Admission are now ready and may be obtained by those members who have not already received them, from Messrs. Linstead & Davis, Alexandra Buildings.

Members are reminded that these Badges will also admit them to all the Extra Race Meetings of this year.

MEMBERS' ENCLOSURE.

Members have the privilege of introducing two non-members to the Members' Enclosure. A limited number of tickets are available and may be obtained from Messrs. Linstead & Davis, Alexandra Buildings, on or before Saturday, 23rd February, 1929, at a cost of \$10 each per day or \$30 for the Meeting.

The charge for admission for Ladies to the Members' Enclosure will be \$4 per day. Each member can obtain upon application to the Secretary, badges for the admission of two Ladies free of charge.

On no pretext will children be permitted in either enclosure during the first three days of racing.

PUBLIC ENCLOSURE.

Tickets of Admission to the Public Enclosure, price \$3 per day for all persons including Ladies, may be purchased from Messrs. Kelly & Walsh, Ltd., or at the Gate.

Soldiers and Sailors in uniform admitted to the Public Enclosure at \$1 per day.

Admission by ticket only. Bookmakers, Tie Tac men, etc. will not be permitted to operate within the precincts of the Hongkong Jockey Club during the Race Meeting.

SERVANTS' PASSES.

Passes for Servants will be issued on application to Messrs. Linstead & Davis, Alexandra Buildings.

Employers are requested to distribute them with discrimination and to endorse their names on the passes.

Servants are not permitted in the Members' Enclosure except for passing through on their duties, but must remain in their employers' stands.

Any persons found loitering about with Servants' Passes in their possession will forfeit the same and will be removed from the enclosure.

By Order, C. B. BROWN, Secretary.

THE HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that at an Extraordinary Meeting of the Shareholders of the Hongkong & Shanghai Banking Corporation held on Saturday, the 2nd day of February, 1929, at 12 o'clock noon at the City Hall Victoria in the Colony of Hongkong, the following resolution was passed, viz:—

That the Directors of the Hongkong and Shanghai Banking Corporation be and they are hereby requested and authorized by and on behalf of the shareholders of the Corporation to take all such steps as may be necessary for the introduction of an Ordinance into the Legislative Council of the Colony of Hongkong and for the enactment of the same by the Governor of Hongkong with the advice and consent of the Legislative Council thereof, in the terms of a writ which, for the purposes of identification, has been signed by the Chief Manager of the Corporation, in substitution for the existing Ordinance (except as in such writ is mentioned) and Deed of Settlement of Corporation.

AND NOTICE IS HEREBY ALSO GIVEN that a further extraordinary meeting of the shareholders of the Corporation will be held on Saturday, the 23rd day of February, 1929, at 12.45 in the afternoon at the same place for the purpose of receiving a report of the above mentioned meeting and of considering, and, if thought fit, confirming the above resolution in accordance with Article 96 of the Corporation's Deed of Settlement.

Dated this 8th day of February, 1929.

By Order of the Directors, A. C. HYNES, Chief Manager. Note:—A copy of the proposed New Ordinance can be seen during the usual banking hours (Sundays, Public and Bank Holidays excepted) in Hongkong at the Head Office of the Corporation or at the offices of Messrs. Johnson, Stokes & Master, Prince's Buildings, Solicitors to the said Corporation, and in Shanghai at the Office of the Corporation, from the date hereof until the date of the above mentioned confirmatory meeting.

LAMMERT'S AUCTIONS.**THE UNDERSIGNED HAVE RECEIVED INSTRUCTIONS TO SELL BY****PUBLIC AUCTION****IN FOUR LOTS**

on Tuesday,

the 12th day of March, 1929,

at 3 o'clock p.m.

at their Auction Rooms, No. 4, Duddell Street, Victoria, Hongkong.

THE VALUABLE LEASEHOLD PROPERTIES

LOT NO. 1.—The property known as Nos. 99D, 99E, and 99F WELLINGTON STREET comprises three newly erected four storied Chinese shops and dwellings with basements situate in the centre of the city on the piece or parcel of ground registered in the Land Office as Section C and the Remaining Portion of Inland Lot No. 164 having an area of 2552 square feet or thereabouts. The property is situate on the North side of Wellington Street and is bounded on the East by Peel Street and on the West by a private lane.

LOT NO. 2.—The property known as No. 180 WELLINGTON STREET is an excellent class three storied Chinese shop and dwelling house with iron balconies in front situate in the centre of the city on the piece or parcel of ground registered in the Land Office as Section 12 of Inland Lot No. 8 having an area of 723 square feet or thereabouts. The Annual Crown rent payable on this property is \$12.00.

LOT NO. 3.—The property known as No. 360 QUEEN'S ROAD CENTRAL and No. 47 LOWER LASCAR ROW are excellent class three storied Chinese shops and dwellings. No. 360 Queen's Road Central has an attic storey on the roof and No. 47 Lower Lascar Row a basement. The property is situate on the piece or parcel of ground registered in the Land Office as Subsection 1 of Section AE of Inland Lot No. 211 having an area of 1273 square feet or thereabouts. The Annual Crown rent payable on this property is \$21.81.

LOT NO. 4.—The property known as No. 1 CASTLE ROAD is a semi-detached two storied European residence situate in the central district of the city on the piece or parcel of ground registered in the Land Office as Section B of Inland Lot No. 503 having an area of 4193 square feet or thereabouts. The property is ripe for re-development purposes. The Annual Crown rent payable on this property is \$5.63.

Further information and Copies of the Particulars and Conditions of Sale may be obtained from:—

MESSRS. HASTINGS DENNY & BOWLEY, Vendors' Solicitors, 8, Des Voeux Road Central, or

MESSRS. LAMMERT BROS., The Auctioneers.

"PEAK MANSIONS." SITUATED within Two Minutes' Walk from the Tram Station and overlooking the Southern Side of the Island. Ready for Occupation. Five-Roomed and Six-Roomed Apartments.

with all Modern Conveniences, Drying Rooms and Out-houses, Two Lifts. Apply to: CREDIT FONCIER D'EXTREME-ORIENT.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction

on WEDNESDAY,

the 27th February, 1929,

commencing at 11 a.m.

at No. 304, Nathan Road,

Cambay Buildings, 1st floor.

A Quantity of Valuable Household Furniture.

Catalogue will be issued.

On View from Tuesday, the 26th February, 1929.

Terms:—Cash on Delivery.

LAMMERT BROS., Auctioneers.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction

on THURSDAY,

the 28th February, 1929,

commencing at 11 a.m.

at No. 28, Humphrey's Buildings, Kowloon.

A Quantity of Valuable Household Furniture.

comprising:—

Teak Hatstand, Chesterfield Couch and Chairs, Teak Extension Dining Table, Dining Chairs, Teak Sideboard, Teak Glass Cabinet, Teak Ice Chest, Brass Fender, Ornaments, Curtains, Carpets, Rugs, etc.

Teak Bedstead with Spring Box Mattress, Teak Wardrobes with Glass Door, Teak Dressing Table, Teak Chest of Drawers, Chairs, etc.

also

Several Pieces of Blackwood Furniture

and

One Piano by Moutrie.

(The Furniture by Lane Crawford, Ltd.)

Catalogue will be issued.

On View from Wednesday, the 27th February, 1929.

Terms:—Cash on Delivery.

LAMMERT BROS., Auctioneers.

Lammert's Auctions**PUBLIC AUCTION.**

The Undersigned have received instructions to sell by Public Auction

on FRIDAY,

the 1st March, 1929,

commencing at 11 a.m.

at No. 85, Humphreys Buildings, Kowloon.

A Quantity of Valuable Household Furniture.

(Catalogues will be issued)

Terms:—Cash on Delivery. On View from Thursday, the 28th February, 1929.

LAMMERT BROS., Auctioneers.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction

on FRIDAY,

the 1st March, 1929,

commencing at 2 p.m.

at Godown No. 18, The Hongkong & Lowloon Wharf & Godown Co., Ltd., Kowloon.

A Large Quantity of Miscellaneous Goods.

comprising:—

Ammonia, Keg Pork, Wire Shorts, Tea, Paint, Copying Ink, Barley, Plate Cutting, Sulphate of Ammonia, Rivets, Plank, Old Wire, Disinfecting Fluid, Iron Ware Rubber, Zinc Sheets, Cocoa Sweepings, Bone Meal, Angle Iron, Nail Rods, Old Iron, Oil, Cutch, Hoop Iron, Round Iron, Nails, White Zinc, Porcelain, Powder, Tin-plating, Instruments, Flints, Cement, Gunny Bag, Soda, Cask, Brandy, Medicines, Tarpsaulin, Conserves, Carbide, Round Bars, Square Bars, Coal, Effects, Bolts and Nuts, Galvanized Wire, Provisions, Chinese Wine, Flour, Glass, Sugar Cigarettes, Hydraulic Monitors.

Terms:—Cash on Delivery.

LAMMERT BROS., Auctioneers.

Bucharest, Jan. 25. A motor-car travelling at high speed ran into a body of 60 police officers just as they were coming out of a police station here last night. Ten of the men were injured, two seriously. The driver has been arrested, it being alleged that he was drunk at the time.

Brigadier-General R. B. Colvin has been appointed Lord-Lieutenant of Essex in succession to the late Lord Lambourne.

POST OFFICE NOTICE**INWARD MAILS.**

From	Per	Live
U.S.A., Honolulu, Japan & Shanghai	Ruth Alexander	February 23.
Shanghai and Swatow	Shantung	February 23.
Straits	Mirzapore	February 24.
Amoy	Taketai	February 24.
U.S.A., Honolulu, Japan & Shanghai	Pres. Jackson	February 25.
Europe via Negapatam (Papers only) London 24th January	Kutsum	February 25.
Manila	Pres. Pierce	February 25.
Straits and London, Parcel Mail, London 17th January	Trollius	February 25.
Shanghai	Complagne	February 26.
Saigon	Andre Lebon	February 26.
Japan	Panama Maru	February 27.
Europe via Suez (Letters and Papers) London 21st Jan., and Parcels, 24th January	Malya	March 1.
Straits	Haruna Maru	March 3.
Japan	Kawachi Maru	March 3.
Manila	Emp. of Russia	March 3.
Manila and Australia	St. Albans	March 4.
Canada, U.S.A., Japan & Shanghai	Emp. of Asia	March 7.

OUTWARD MAILS.

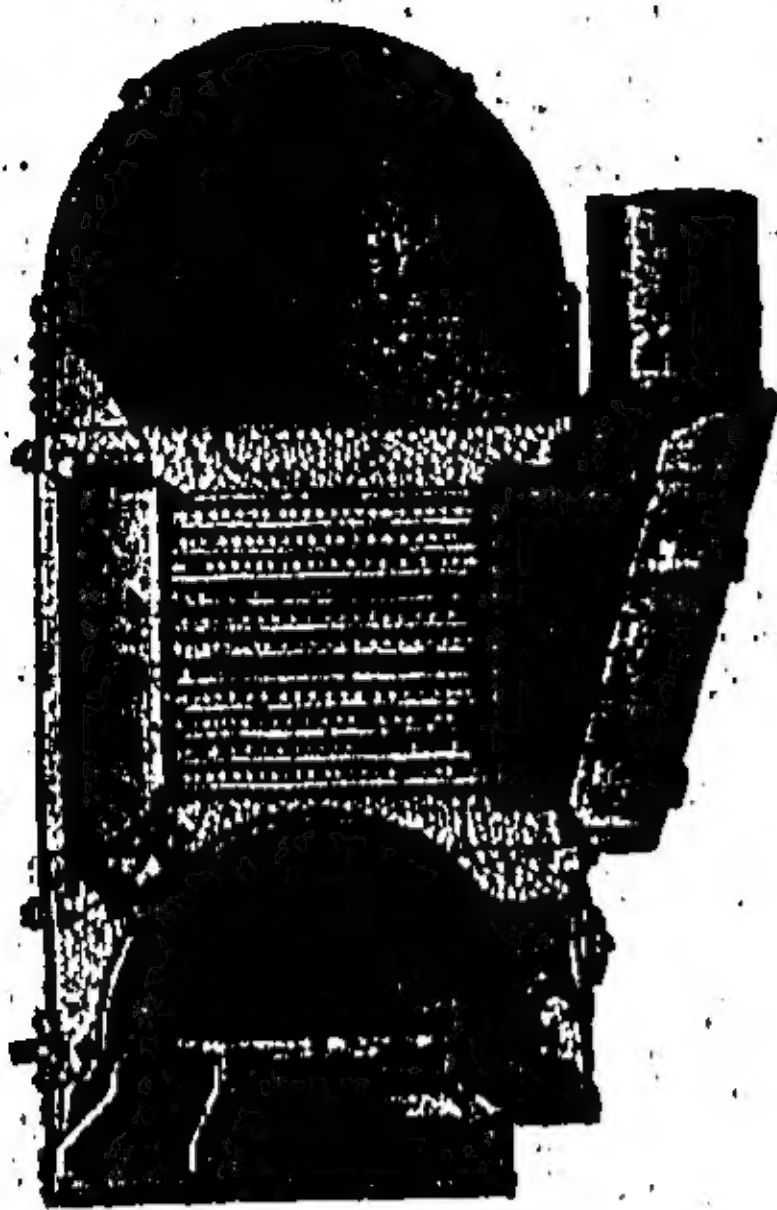
For	Per	Date and Time
Shanghai and Europe via Siberia	Ninghai	Sat., Feb. 23, 1.30 p.m.
Saigon	Kronviken	Sat., Feb. 23, 3.30 p.m.
Sum Shui and Wuchow	Kongwa	Sat., Feb. 23, 4 p.m.
Manila	Ruth Alexander	Sat., Feb. 23, 5 p.m.
Amoy	Taketai	Sat., Feb. 23, 5 p.m.
Holhow, Pakhoi and Halphong	Limechow	Sat., Feb. 23, 5 p.m.
Swatow, Amoy and Formosa	Hozan Maru	Sun., Feb. 24, 9 a.m.
Bangkok via Swatow	Kwangchow	Sun., Feb. 24, 9 a.m.
Holhow	Kwangtung	Sun., Feb. 24, 9 a.m.
Swatow	Hydrangea	Mon., Feb. 25, 2.30 p.m.
Shanghai, Japan, Honolulu, U.S.A., Canada, Central and South America and Europe via San Francisco and Europe via Siberia	President Pierce	Tues., Feb. 26.
	Parcels	Feb. 25, 5 p.m.
	Registration	Feb. 25, 5 p.m.
	Letters	Feb. 25, 8.30 a.m.
	(Due San Francisco, 20th March.)	

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	Registration	Feb. 25, 5 p.m.
	Letters	Feb. 25, 8.30 a.m.
	(Due San Francisco, 20th March.)	

*Correspondence bearing vessel's name only.

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FAMOUS THINKER'S
NEW THEORY.

CHAT BEHIND IRON DOOR
IN EINSTEIN'S ATTIC.

ONE LAW OF NATURE.

Berlin, Jan. 26.

The hitherto unproved theory that the forces of electro-magnetism are related to those of gravitation—that the force which pulls a needle to a magnet, is governed by the same rules as the force which makes a magnet fall to the ground if it is dropped—has finally been proved fully and with mathematical precision by Professor Albert Einstein.

This is the content of his now famous dissertation upon "A new field theory," and this is the centre about which will revolve the experiments of physicists, the discussions of mathematicians and the speculations of philosophers in the next decade.

Einstein's paper, which he prepared for the Prussian Academy of Sciences, and which is now in the hands of the printers, has not yet appeared. He, the officials of the Academy, his printer and his publishing agents have been besieged by hundreds of persons curious to get an inkling of the contents of the new work, which his colleagues had prophesied would prove as important to the world of thought as was his path-finding theory of relativity.

Three Pages.

None has been admitted to a glimpse of the three scant printed pages which contain the results of more than ten years' labour. But through the kindness of a friend of Professor Einstein, I have been permitted to gain a reproduction in Einstein's own words and a synopsis of his dissertation.

The paper itself consists almost entirely of mathematical formulae. Without an explanation from Einstein it would have taken weeks if not months of careful study by expert mathematicians to deduce from it the principles which proceed from the involved and difficult mathematical argument.

As set forth by Einstein, however, it becomes clear that the laboratories of physicists throughout the world will now see their main task lies in the attempt to prove or disprove the conclusions he has so brilliantly set forth in mathematical equations.

Einstein had more reason than his natural shyness and modesty to shut himself away from the horde of visitors. He has been ill for several years, and the work which he has now completed was achieved at the cost of more energy than he could well afford.

His flat in Haberland-street is ideally arranged for the quiet labours of the philosopher and scientist. On the fourth floor are rooms where he lives, sleep and eats. In them his wife presides. Her life is devoted to shielding "Albert."

During the last two weeks she has stood for hours at the telephone, explaining that Professor Einstein could not speak to anyone, and trying to make it plain that it wasn't because he was proud or grumpy or uncoachable, but because if he once took up the receiver he would spend his whole time answering questions which he prefers to let his dissertation answer.

Above their dwelling, on the fifth floor, just beneath the roof, is one high-ceilinged attic room. It has an iron door. It is Einstein's retreat, his workshop of thought in which have been evolved more theories, hypotheses and laws of physics than have proceeded from the workshop of any thinker in this generation, and probably more than have come from anyone since Newton's time.

Indicative of the many-sided facets of Einstein's intellect is the fact that in this room, devoted for the most part to ratiocinations which express themselves in equations, formulae and all those queer signs which characterize the mathematicians' art, stands, opposite his desk, a grand piano.

A famous writer once said that the true sign of great intellect was the combination of mathematical and musical talent. This combination Einstein has. He is a passionate lover of music.

In another corner is a long brass telescope, a sign of the fact that behind all of Einstein's work remain those checks upon his accuracy—the stars.

On a chair near his worktable leans an unframed sketch of Einstein, done by some unnamed artist, showing the philosopher and scientist in contemplation with eyes closed.

His desk is piled high with papers and books. Next to him is an armchair in which his visitor is invited to make himself at home.

"My Greatest Ambition."

The iron door clangs as the visitor enters. The room is hermetically sealed from the outside world. Not a whisper can be heard of the traffic in the street below. Only the skylight gives ventilation and outlet to the limitless sky, whose mysteries Einstein has spent his life to solve.

"For years," said Einstein, "it has been my greatest ambition to resolve the duality of natural laws into unity. This duality lies in the fact that physicists have hitherto been compelled to postulate two sets of laws—those which control gravitation—and those which control the phenomena of electricity and of magnetism."

"Gravitation and its laws give us the basis upon which we have built our whole system of mechanics and of movement. Electro-magnetism and its laws give us the basis upon which we have built our doctrine of light, of electrical phenomena and of heat. The general theory of relativity did not attempt or, at any rate, did not sufficiently span this gap."

"Many physicists have suspected that two sets of laws must be based upon one general law, but neither experiment nor theory has, until now, succeeded in formulating this law."

Speculative Physics.

"I believe now that I have found a proper form," Professor Einstein went on. "I have thought out a special construction which is differentiated from that of my relativity theory, and from other theories of four dimensional space, through certain conditions."

"These conditions bring under the same mathematical equations the laws which govern the electromagnetic field and those which govern the field of gravitation."

(Continued on Page 11.)

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that was serving others before any other existing system was even on the market; since 1914 to be exact. If you desire, you can make use of our Household Budget Plan in paying for it. That makes it very easy to own.

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Dancing nightly

Admission \$1 per head.

THE HONGKONG AND SHANGHAI HOTELS, LTD.

ECONOMIC POSITION OF GERMANY.

FALLING OFF IN HOME MARKET.

A keen observer of German economics writes us as follows:—
This year 1927 had been marked by great economic activity resulting mainly from a rise in the home demand. This improved activity continued during the first quarter of 1928. But, in the next, indications of a shrinkage in the absorptive capacity of the German market became observable. Since then there has been a slow but steady diminution in trade generally. The close of the year was characterised by increased unemployment, the number of out-of-works reaching 1,500,000 by the middle of December as against 1,000,000 the year before, a condition which appears likely to grow worse instead of better.

The falling-off in the home market first made itself felt in connexion with consumption goods—more particularly textiles. It then spread to machinery and the iron and steel trade. A partial compensation was obtained by increased sales abroad. This is strong evidence of an augmentation of economic stamina and a better adjustment of economic conditions.

Imports Recede.

Imports received from 14 milliard reichs-marks in 1927 to about 13.7 milliards in 1928; this change being partly due to the reduced demands for raw material in the less busy industries and partly to the smaller need for foreign grain on account of the heavier home crops. Exports rose from 10.3 milliards to 11.5 milliards. As a consequence the adverse balance of 3.7 milliards in 1927 was reduced to 2.2 milliards in 1928. In this is reflected the exceptional susceptibility of the German trade balance. Any increase of industrial activity will cause an immediate increase of imports.

On the other hand, exports are much less readily influenced, as they depend upon the absorptive capacity of foreign markets, the problem of how to render the balance of Germany's foreign trade favourable, i.e., of how to achieve a large and permanent export surplus is destined to remain long unsolved, especially as even pre-war Germany imported more than she exported. Before the war, however, the resulting indebtedness was easily not out of the revenues from foreign investments and shipping, as is still the case in all other large industrial countries.

Owing to the liquidation of Germany's vested interests abroad to the value of the 16 milliard reichs-marks, the German economy draws scarcely any income from foreign investments.

Foreign Loans.

Consequently, since the very first day of the currency stabilisation, foreign loans had to be raised in order to meet an adverse balance of payments a situation which is exceedingly aggravated by the reparation payments inasmuch as these constitute an actual loss of capital. During the year 1928, the long-term foreign loans taken up amounted to 1.6 milliard marks as against 1.7 milliards the year before. In addition, there are the short-term credits and the proceeds of stock etc., sold abroad, the former aggregating considerably more than in previous years. As foreign loans are dear, the burden of interest borne by German industry has again been greatly augmented. The rates of interest provide the best proof of the undiminished tension which, despite the slowly progressing increment of native capital, continues to prevail on the German money market: monthly loans have remained almost invariable at 8 per cent; i.e., double the rates charged in New York, London and Paris, for well-secured mortgages even 10 to 12 per cent, had to be paid.

Dearness of Money.

This excessive dearness of money is a serious handicap in many ways. For example it greatly hampers building activity with the result that over half a million households are still without any dwelling accommodation of their own. Be it noted that the number of families in Germany increases by at least 200,000 annually. Agriculture also suffers most severely under its burden of interest which now aggregates over a milliard marks per year.

The two fundamental problems of German industry remain as acute as ever, namely: how can it achieve an export surplus and, secondly, obtain adequate capital of a reasonable figure. By means of improved wages, the workman's standard of living was maintained at the pre-war level—a level, however, below that prevailing in other countries. On the other hand the real income of a large proportion of the middle classes is still much less than it was before the war. The rationalisation

HYDROPLANE CAPSIZES.

BRITISH SURGEON AND WIFE DROWNED AT NICE.

Nice, Jan. 24.
A fatal air accident, involving the death of two British subjects, occurred near Antibes yesterday afternoon. A hydroplane belonging to the Aero Naval Air Union, piloted by Marc Carlou and carrying a wireless operator, left Tunis in the morning for Antibes, picking up two passengers at Ajaccio, in Corsica.

On alighting, in the Bay of Antibes, the hydroplane met with a heavy rolling sea and turned turtle, the four people being imprisoned in the cabin. Immediate help was sent from shore, and the pilot and wireless operator were got out alive though injured, but the two passengers were already dead. They were Dr. John Follett Bullar and his wife, of Guernsey.

of industry has made further progress, although, largely as a result of dear money, the pace has slackened considerably. Stock-exchange business was stagnant throughout the year; interest-bearing securities were sought in preference to shares.

The invigoration of German industry during the past year is indisputable; but it rests mainly upon the invisible factor of foreign loans. Further developments will depend decisively upon whether a rational adjustment is effected between the political debt of the reparations and the actual capacity of German industry. This is the task of the Experts' Conference at Paris and gives to that conference a world-wide significance.

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TO-MORROW At 9.15 only.	"REVIEW OF REVUES"
MONDAY At 9.15 only.	"REVIEW OF REVUES" FAREWELL PERFORMANCE.

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VESTS**
THREE FOR \$1.00
YEE SANG FAT.

WOMAN'S WORLD

FOR OUR LADY READERS.



A useful and pretty wrap is developed in multi-coloured tinsel brocade, and lined with chiffon in a contrasting colour. The collar is especially becoming, being made of loose "chrysanthemum petals" of chiffon to match the lining.

Badly Dressed Women.

[By A Girl of To-day.]

Since make-up, or the lack of it, is so serious a feature of modern female attire, it is reasonable enough to deal with this problem before passing on to frocks. And first I must say how amazing I find it, in this land run entirely by compromise, that so little of compromise is ever achieved in this important matter. A woman must either have palid lips and a luminous nose or go about with a corpse-like face and a mouth like a sword wound, so that she fairly frightens you.

Surely it should be possible to own cosmetics so that when one looks ill one may repair the damage and yet not ruin the skin by using all of them all the time whether they seem called for or not.

A face that looks sticky with make-up is as displeasing as one without a vestige of powder. Is moderation really so different? One can count on one's fingers the women one knows who strike the happy medium.

It is curious what a disastrous effect is generally produced on the appearance by a taste for sport, or art of any kind, or indeed by any intelligent taste whatever.

Yet it cannot be necessary for those who like hunting, golf, and country life to wear shapeless shoes and all-weather complexions.

Men, sweet children of nature, blench at the mention of an intellectual woman. Yet it is not her brain but her untended appearance that places her beyond pardon. Surely there could be sportswomen and clever women who waved their hair.

And surely there might exist a girl who went in for London life and silliness without losing her eye, her head, and her self-control

Young Hands.

[BY LADY NEISH.]

There will come a time when your hands will give your age away. To some extent you can put off the day when your hands will shrivel and grow wrinkled looking.

Keep them nourished and super-nourished. Warm oil well rubbed in, your best and "fattest" face or hand cream, milk or pure cream—all these things will help, but personally I think the best remedy of all is a plain stick of cocoa butter. Warm it, not by dipping it in hot water, but by placing it near a fire or gas ring. Get it thoroughly wet with heat, keep on reheating as it cools, and massage the oil in (by rubbing the stick well on to your hands).

This is super-nourishment.

and simply running amok with exterior decoration.

Just as the average modern girl has no taste in makeup, she has no taste in dress. You go to a ball and the scene should be one of beauty, yet really the room would be better furnished if it were filled with cows. Considering that most girls do like clothes, it is pitiful that they should be so unintelligent about them.

Fashion to-day allows us considerable latitude and variety. We have come safely through the period of abbreviated tubes in which the best of us looked like slender sausages. We may consider our figures and faces when buying frocks. But few of us do.

It is not the cry of "Buy British Goods!" that is to blame. It is feminine laziness, inefficiency and lack of taste. A girl will spend good money—and at a good shop, moreover—and come away with a garment in which she looks like a Cautionary Tale. There are plenty of beautiful clothes to be found in England. But all too seldom, alas! on English rosebuds in ballrooms.

Sleeping Over It.

Most scientists and thinkers, not excepting the one-time sceptics, seem nowadays to be agreed that the human mind is composed of, or divided into, two distinct departments, viz., the conscious and the sub-conscious mind.

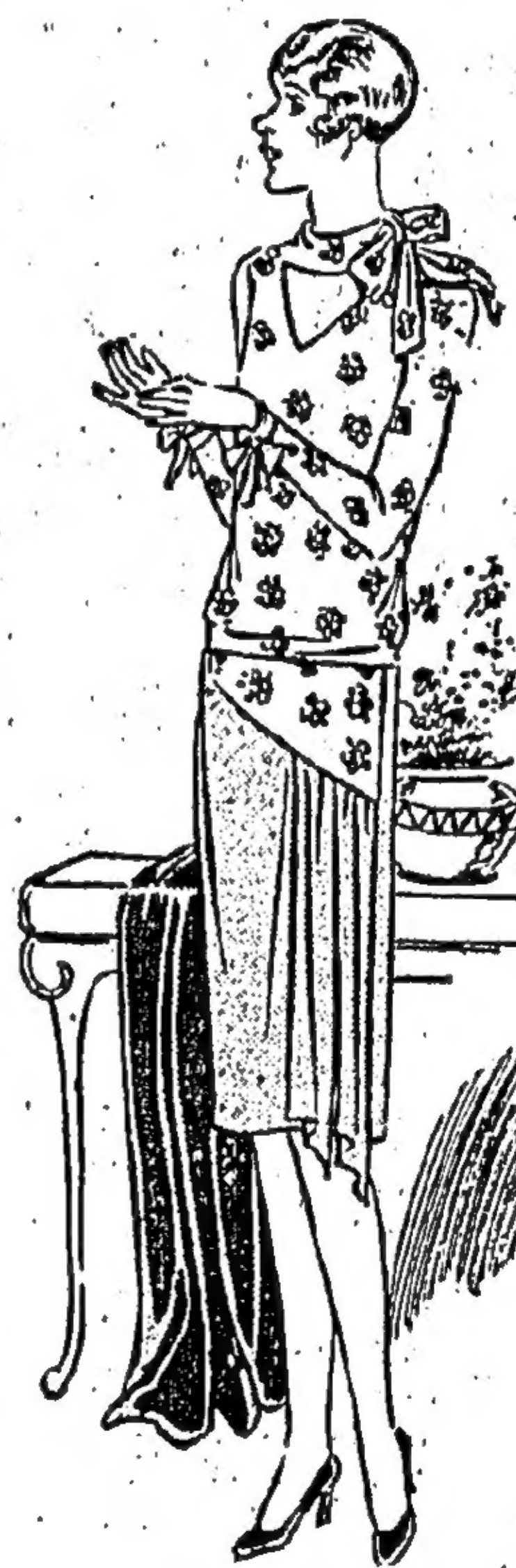
They go further and state that, while both are open to outside influences and suggestions, the sub-conscious mind is by far the more susceptible, in that it never sleeps, but is always on the alert, working on our behalf.

In other words, we are asked to picture this mysterious department of our already marvellous organisation as a kindly sentinel, jealously guarding and guiding, not only our innermost thoughts and actions, but also capable of dealing with any subject or question too difficult for the conscious mind to tackle.

If we accept conditions, it is surely but a step further along the same line to accept that "sleeping over" a subject merely implies giving our sub-conscious mind time and opportunity to weigh up again on our behalf, the pros and cons of the matter in question, while the rest of us is resting, i.e., asleep.

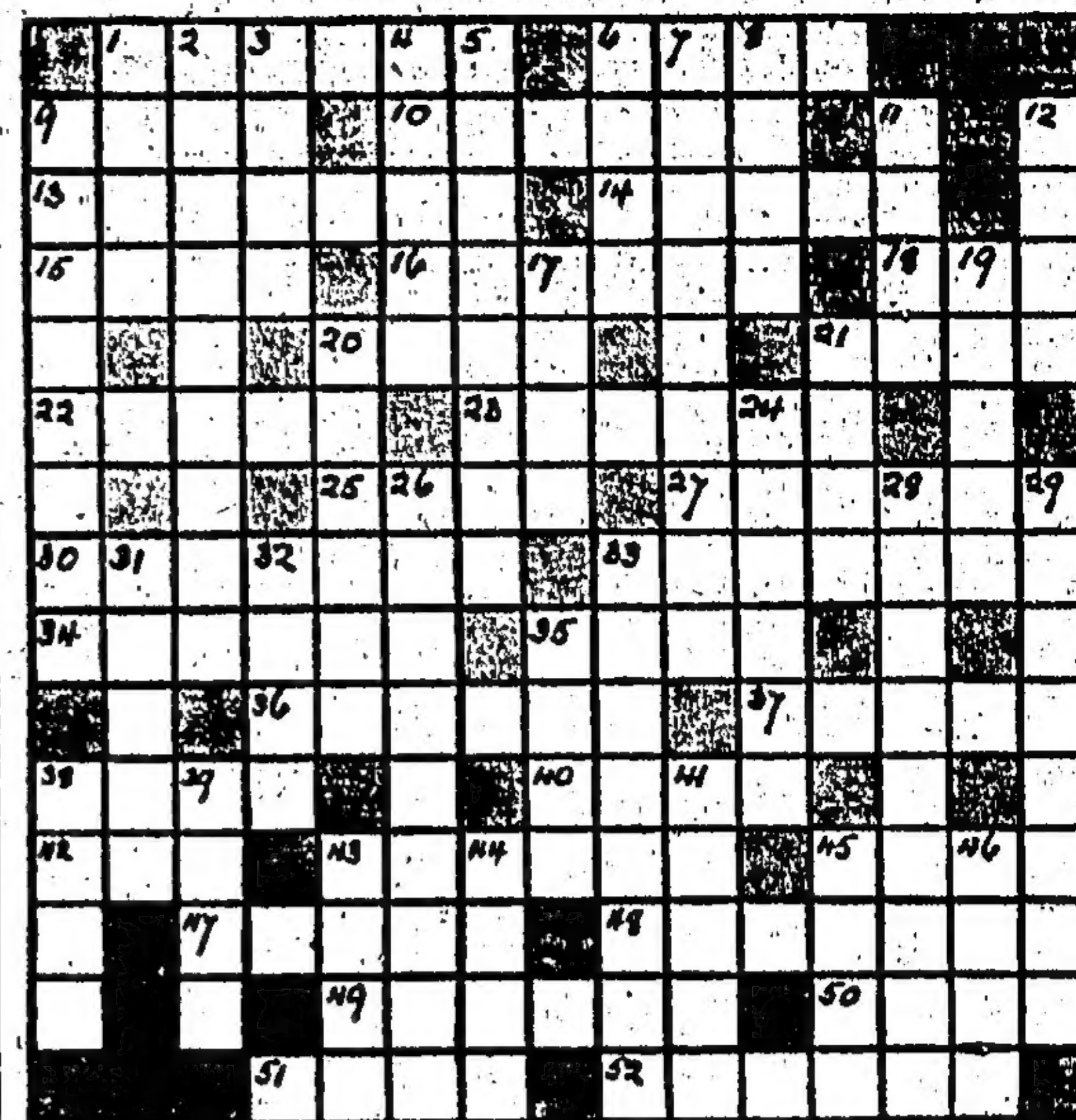
To prove the theory a success we are told that, on retiring for the night, help along the required lines should be demanded of the sub-conscious mind, which must then be cleared of all extraneous matter.

Sleep—light and refreshing—should follow and the required solution be ours—soon after waking.



A suggestion for "remnants." Plain and patterned fabrics may be used together, with excellent effect, to produce a neat day dress like the one sketched here. The side fullness of the skirt is gathered into the sloping portion of the bodice, the remainder of both skirt and bodice being perfectly plain.

OUR NEW BRITISH CROSSWORDS.

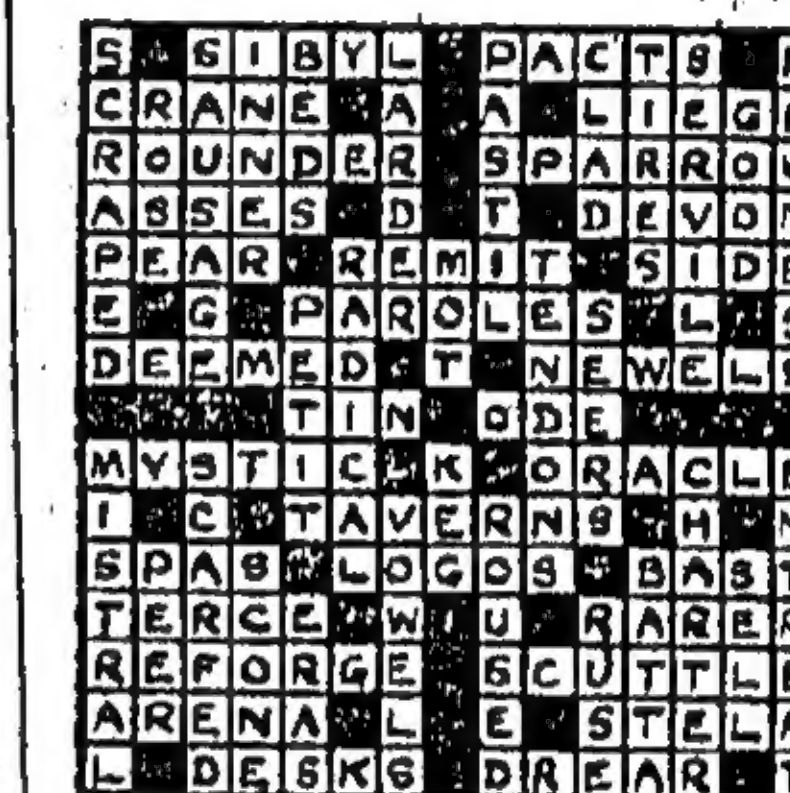


Across.
1 Feast.
6 Nine inches.
9 Melody.
10 Wards.
13 Branches of horns.
14 Spiritless.
15 Villain.
16 Trice.
18 Exist.
20 Betray.
21 Error.
22 Available for debt repayment.
23 Non-metallic element.
25 Step of a ladder.
27 Burdened.
30 Casting sly looks.
33 Weather condition.
34 Garden succory.
35 Bulk.
36 Irritate.
37 Teacher.
38 At this place.
40 Parched.
42 Ago.
43 Species of swallow.
45 Porch.
47 Aquatic bird.
48 Discoverer.
49 Attract.
50 Perennial plant.
51 Weaver's reed.
52 Emphasis.

Down.
1 Alphabetical character.
2 Held in trust.
3 Money.
4 Merry frolic.
5 Struggling.
6 Hindu deity.

7 Advertisement of plays.
8 Venomous snake.
9 Savoury.
11 Hebrew month.
12 Face.
17 Hit violently.
19 Metallic pin.
20 Contend.
21 Brood.
24 Reported.
25 Not fit to eat.
26 Children.
29 Lesson.
31 Pierce.
32 Ceremonial.
33 Conveyors.
35 Food.
36 Give audience.
38 Violent temper.
41 Set in.
42 Repeat.
44 Depend.
46 Situation.
46 Minerals.

Yesterday's Solution.



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WAR TIME SPHINX MAN.

ANTI-BRITISH AGITATOR WHO BECAME RECONCILED.

Cairo, Jan. 25.
Sheikh Abdel Aziz Shawish died here last night.

He was one of the last surviving leaders of the old Nationalist school, for many years regarded as the most fanatical enemy of British rule in Egypt.

Returning in 1906 from Oxford, where he had been Assistant Professor of Arabic, he looked for recognition of his talents in the educational sphere, but the British adviser bestowed his attention on others.

Disappointed and aggrieved, Shawish became the editor of the Nationalist organ, *Al Lewa*, and

indulged in an unremitting campaign against England. In due course he went to prison.

Later Shawish carried on anti-British activities in Turkey. He became a mysterious figure during the war. Accounts of him reached London from Constantinople, Berlin and Moscow.

When, in 1924, he started to return to Egypt, Zaglul's Government gave orders that he should not land; but he suddenly appeared in Cairo, and he was not interfered with.

Within a month or two his unexpected appointment as Controller of Elementary Education caused some concern in Great Britain.

Shawish tackled his job with ability, studiously avoiding politics, and became a man of quiet and graceful manners—as if his hostility had been due only to his grievance.

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FRECKLES AND HIS FRIENDS



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10 per cent FOR THE BATH	\$1.75 per box of 3 Cakes
20 per cent MEDICAL BATH SOAP	75 cts. per Cake

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Gracie Fields
Wish Wynne

Leslie Sarony
John Henry & "Blossom"
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Selection by

Coldstream Guards Band
etc., etc.

Organ Records by

Reginald Foort
Arthur Meal
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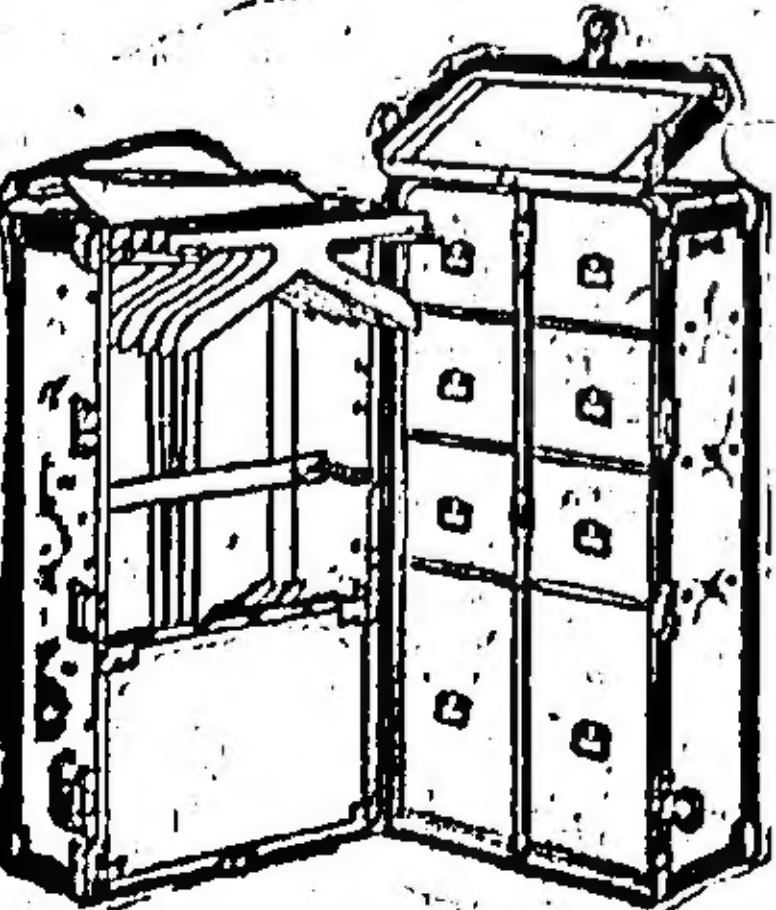
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clothes in first class order.
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The Hongkong Telegraph.

SATURDAY FEB. 23, 1929.

KOWLOON MATTERS.

No-one can have read the voluminous annual report of the Kowloon Residents' Association without realising that, to use the words of the Committee, "there is still plenty of scope for the useful activity of such a body in expressing the aspirations and desires of a rapidly increasing population, consoleting as it does of all nationalities." During the nine years of its existence, the Association has done yeoman work on behalf of the residents of the peninsula, work which has involved heavy calls on the time and energies of the members of the Committee, but work which has been willingly undertaken with the sole desire to improve Kowloon amenities. We fear that a labour of love such as this is often overlooked by those who derive the benefits accruing therefrom. Indeed, it is not uncommon to hear derogatory and sneering remarks, passed on the activities of those who are rendering really useful civic service with no thought of reward or recognition. But every community has its confirmed grouse—usually, we are glad to say, only a noisy minority—and we have no doubt that, though few bouquets are handed out, there is amongst the bulk of the people across the harbour quiet appreciation of all that the Association does. The critics discount the value of their own views by failing to take a hand in the work.

One characteristic which has always marked the activities of the Association is a desire to work in harmony with the Government. We see further evidence of that fact in the annual report now issued. If matters require remedying, the Association takes the best and the quickest method of getting into touch with the appropriate authorities, and the appendix accompanying the past year's report shows that, once a question is taken up, there is commendable persistence displayed in pursuing it with a view to early action being assured. It takes a good deal of plodding, however, to stir up some Government departments, witness the fact that on several occasions the Association has had to press for replies to letters after patient waiting for periods extending from four to six months! It is said that hope deferred maketh the heart sick, but the K. R. A. is still full of optimism, and its past experience justifies the faith which

(It reposes in itself. Of the matters which have called for attention during the past year, probably the most important is that of the necessity for a bigger and better school than the peninsula at present possesses. In its representations on this subject, the Association has covered the ground thoroughly and well. The need for better accommodation has long since passed out of the sphere of argument; it has been fully established. Judging from the Committee's latest statement on the subject, the education authorities are at last alive to this fact, and as a site has been set aside and provisional plans for a new school drawn up, the Association is on good ground in urging that the next Budget include a sum for commencing the project. So much has been done for Chinese students of the Colony that it is high time adequate provision were made for European children.

There are many other matters dealt with in the report, showing the wide and balanced outlook of the officials of the Association, but we have not the space at the moment in which to comment on these. Suffice it to say that the K. R. A. continues to manifest its desire to serve all sections of the community, and that its advice, backed up by years of experience, should be of the utmost value to the Government and to Unofficial Members of the Council alike. Moreover, it deserves the wholehearted support of all who make their homes in the rapidly expanding residential districts across the harbour.

Trunk Line To Canton.

The week has been one which might almost stir the Colony to take an interest in itself. Not only have very real, if hardly definable, prospects of the establishment of a vehicular ferry service been held out, but the long-lost vision of a trunk telephone line between Hongkong and Canton has been revived. These extremely desirable developments, both of which would add very materially to the amenities of the Colony, and prove a great boon to commerce, have been promised earnest consideration at meetings of local public utility companies, promises of this kind being a rare experience insofar as they have come together in the space of a few days. Brief details of the proposals for the trunk line to Canton, if the negotiations with the Canton Administration succeed, were mapped out by Mr. J. Scott Harrison at yesterday's meeting of the Hongkong Telephone Company, and his remarks on this subject were framed along lines which suggest that Hongkong is ready to go ahead at the first opportunity. It was pointed out that the absence of a satisfactory telephone system in the city of Canton has been the only barrier in the past. Recently, however, Canton announced its intention of reconstructing its system and of bringing it up-to-date, an announcement which immediately aroused interest among the directors of the Hongkong Telephone Company. The opening up of an automatic telephone service in Canton brings the trunk line well within the realm of practicability, and negotiations are proceeding with a view to co-operation. Few doubts will be entertained on the score of financial return for the capital outlay involved. Experience of similar projects elsewhere is a guarantee of success. Construction of the line seems to depend upon enthusiasm for the project in Canton, and we have every reason to believe that the progressive officials now in control of the affairs of that city, will be happy to meet Hongkong half-way.

Yesterday afternoon, Mr. Justice Wood passed sentence of seven years' hard labour on each of two counts against two Chinese for robbery and child-stealing at Sha-tin. His Lordship intimated that if the accused gave information leading to the recovery of a missing child, he would recommend the Governor to secure a reduction of the sentences. Another Chinese, for robbery at Mongkok, was given a three-year sentence.

DAY BY DAY.

A MAN MAY BE AS ORTHODOX AS THE DEVIL, AND JUST AS WICKED.—John Wesley.

Schoolmaster C. F. Jackson, B.Sc., has been appointed to H.M.S. Titania.

His Excellency the Governor has appointed Mr. D. W. Tratman to be Assistant Colonial Secretary and Clerk of Councils.

Tenders are being invited for the extension of a storm water drain from the old Tai Po Road to the Kowloon Tong village area.

His Excellency the Governor has nominated Mr. Ho Kwong as a member of the Court of the University of Hongkong for a period of three years.

His Excellency the Governor has re-appointed the Rev. Fr. George Byrne, D.Ph., to be a Member of the Board of Education for a further period of two years.

There has been added to the list of medical practitioners the name of Dr. Wong Yan-kwong Bachelor of Medicine and Bachelor of Surgery of the University of Hongkong.

His Excellency the Governor has appointed Mr. H. R. B. Hancock to act as a member of the Court of the University of Hongkong, during the absence on leave of Mr. H. B. L. Dowbiggin.

For the week-end matinees of the Bannard Company at the Star Theatre, performances will commence promptly at 5 p.m. Seats may now be booked in advance at the popular prices of \$3, \$2 and \$1.

The Gazette contains the draft of an Ordinance to consolidate and amend the law with respect to certain unclaimed balances and certain other unclaimed sums. Lengthy "Objects and Reasons" are attached explaining the provisions.

There will be a grand gala performance at the Harmonium Circus on Friday, March 1, at 9.15 p.m. under the patronage and in the presence of H. E. the Governor, Sir Cecil Clementi, K.C.M.G. Fifty per cent. of the gross takings will be donated to the R.S.P.C.A.

The Bannard Musical Comedy Company will give two performances to-day and to-morrow in the Star Theatre at 6.00 and 9.15 p.m. To-day's matinee will be "Tip Toes," and "Clowns in Clover" will be given at 9.15. To-morrow "Follies Bergere" will hold the bill at 6.00, and "Review of Revues" at 9.15.

The following is from the Gazette:—In order that a complete list may be obtained for record purposes, will those ladies and gentlemen resident in Hongkong and other than members of His Majesty's Forces, who have had any decoration conferred upon them by His Majesty the King, please inform the Chief Clerk, Colonial Secretariat? A reply is requested by 9th March, 1929.

The health bulletin of Eastern ports for the week ended Saturday last, issued by the Director of Medical and Sanitary Services, gives the following cases, the figures in parentheses indicating deaths: Plague, Basselin (2), Bombay (1), Rangoon (1), Colombo (2), Phnom Penh (2), Cholera, Basselin (2), Calcutta (30), Madras (1), Negapatam (1), Tuticorin (5), Bangkok (17), Phnom Penh (7), Small-pox, Basrah (3), Bombay (4), Calcutta (13), Cochin (10), Karachi (28), Madras (60), Moulemein (4), Negapatam (2), Rangoon (4), Vizagapatam (12), Singapore (2), Belawan Deli (4), Palembang (1), Phnom Penh (10), Shanghai (9), Canton (17), Macao (24).

EXCHANGE RATES.

	London, Feb. 23.
Paris	124.25
Genova	25.235
Berlin	20.45
Oslo	18.105
Helsingfors	102.5
Athens	375
Buenos Aires	47.5/10
Hongkong	1.1115
New York	4.86 9/82
Amsterdam	12.115
Stockholm	18.10
Vienna	84.545
Madrid	81.505
Bucharest	61.24
Bombay	1/0
Yokohama	1/10 11/82
Brussels	84.045
Milan	82.05
Copenhagen	18.205
Prague	163
Lisbon	109.2
Rio	6.29/82
Shanghai	2/64
Silver Spot & Forward	25 1/2

—British Wireless.

LITERARY COMPANIONS.

Some Reflections on Their Choice.

"We are mighty fine fellows nowadays," said R. L. Stevenson, "but none of us can write like Hazlitt." The observation was acute and accurate at the time when it was made, and it holds as true, forty years later, in our own time. We cannot, or at any rate we do not write like Hazlitt at his best, although we wish that we could; and at least a partial reason for this is that if we should write like the stronger, soberer, more thoughtful Hazlitt there would be scarcely anyone to read us.

The fact is that William Hazlitt could make that thoroughly mastered pen of his do his bidding on every sort of occasion. It could carve and caecole, it could take the tallest hedges and the widest water gaps like the flowing breeze, it could be whimsical, graceful, or crochety at its master's will; but what it was best for was steady, even-paced going across open country. This being so, there is a significance, revealing more about ourselves than about Hazlitt, in the fact that we remember and value his work, if at all, chiefly for those things that he did less well—for the intimate and self-revealing essays in which he writes rather like a second-rate Charles Lamb and not for the impersonal and critical essays, masterpieces of straight-grained thinking, in which he writes steadily like a first-rate William Hazlitt. This man could write as though with a graver of steel on tablets of bronze, and we have saved out of what he left us only those things that make him look an amiable trifler. He offered us bread; we have chosen a cream-puff.

This same unworthy choice that can be seen so clearly in our dealing with Hazlitt has been made just as certainly in our dealing with literature as a whole. More and more during the last two hundred years we have given our hearts and our critical preference to that writing which either entertains or informs us, so that now we have almost forgotten the elementary fact that it is by no means the business of literature either to instruct or to amuse but to illumine. Speaking in terms of English literature alone, we place Charles Lamb far above William Hazlitt, Jeremy Taylor much higher than Richard Hooker, and Sir Thomas Browne over John Dryden. We delight in colour rather than in form, in rhetoric more than in that sober eloquence which comes unsought from unswerving devotion to the topic in hand. We demand that a writer shall mingle himself with his subject matter even at the cost of vagueness or complete incomprehensibility. We have come to prefer the fuliginous murk of idiosyncrasy to the clear blue skies of the classic.

The indubitable fact that Hazlitt wrote much of the time, although not always, rather better than anyone can afford to write today may be set down, then, with confidence, chiefly to the further fact than in his time it was still possible to find "fit audience though few" for a literature of illumination, for a writing austere, girl, ascetic, self-denying. Today that is no longer possible. We still have agile pens, and some of them often long for a straight course of open country, but they are required merely to curvet and caracole.

The loss to ourselves as readers is all that need concern us, and

fortunately, this is a loss that each of us can correct for himself. Speaking still in terms of English literature because it is most familiar, one should realize with all possible vividness, to begin with, that since that literature attained maturity in the Elizabethan era it has developed like a tree with two main branches. One of these branches represents the whimsical and childlike element in the English nature, that element which is always pressing toward eccentricity and self-revelation, toward the crochety and the amusing and the literature of personal charm. Here belong Charles Lamb, Leigh Hunt, Stevenson, and a host of writers of our own time.

Now there is nothing ungrateful certainly, in the assertion that these writers, for all their charm, do not represent the whole or even the better part of English literature. Charm is good, but there is also such a thing as strength; the smoky, twilight, of personal caprices and changing mood may be delightful, but clear dry light is a better thing. The gorgeous prose of Sir Thomas Browne, like the ruined domes and turrets of a sullen sunset smitten by shafts of glory, is immediately and amazingly beautiful even to a half-formed taste, but who can fail to see that for all the higher qualities of wisdom, of self-denial and self-control, of sober grandeur, the mainly prose of John Dryden marches steadily beyond it?

Or again, to choose a more exacting comparison, one may set the deliberate, even pace of judicious Hooker beside the magniloquence of Milton, and even here we should not hesitate long. Milton's majestic organ music is the prose, no doubt, of a greater man, but it is not a greater prose. It has grandeur, elevation, and the Titanic rhythms of the sea; but the grandeur is something added from the outside, the elevation is that of a noble rhetoric, and the rhythms are those of the poet's own mighty heart and breath. Turn now to a representative of the other tradition, let us say to Isaac Barrow, and what does one find? The beauty of fitness, of exact adequacy, of means nicely adjusted to ends—a beauty which does not amaze at all and which may at first lie hidden, but which endures and grows like the colours of an old painting closely scrutinized. Instead of the splendid fervour of the Gothic Cathedral we are given here the sober certainties of the classic temple—the metaphor has done service ten thousand times but it will serve again.

How quietly and with what steady hands these supreme prose masters work forward, adding sentence to sentence with exact congruency of form to meaning! Every phrase adds to the total structure of thought, like a squared stone set in a wall. Never do they glare and eddy and amplify like Sterne; never do they pause upon their own harmonies like Milton; they march straight on, and their music is the sound of ringing strides. They give us the sense not so much that they are in tune with their world, although they are, as that the world is in tune with itself—a deeper and more heartening assurance. Instead of voicing the moods and thoughts of an individual each of them speaks in some degree for all men and each aspires above all to be a spokesman of common sense. Their effort is not to discover what things have never been said before, or to say the old things in novel and

(Continued on Page 9.)

51 COMMON ERRORS IN BRIDGE AND HOW TO CORRECT THEM By W.W. Wentworth

6. FAILURE TO UTILIZE HOLD-UP

North (Dummy)—
♠ 6 5
♥ A 4 3
♦ K 10 7 6 4
♣ 5 3 2

West—
♠ K
♥ —
♦ —
♣ —

South (Declarer)—
♠ A 4 3
♥ 10 6
♦ A J 5 2
♣ A K Q 4

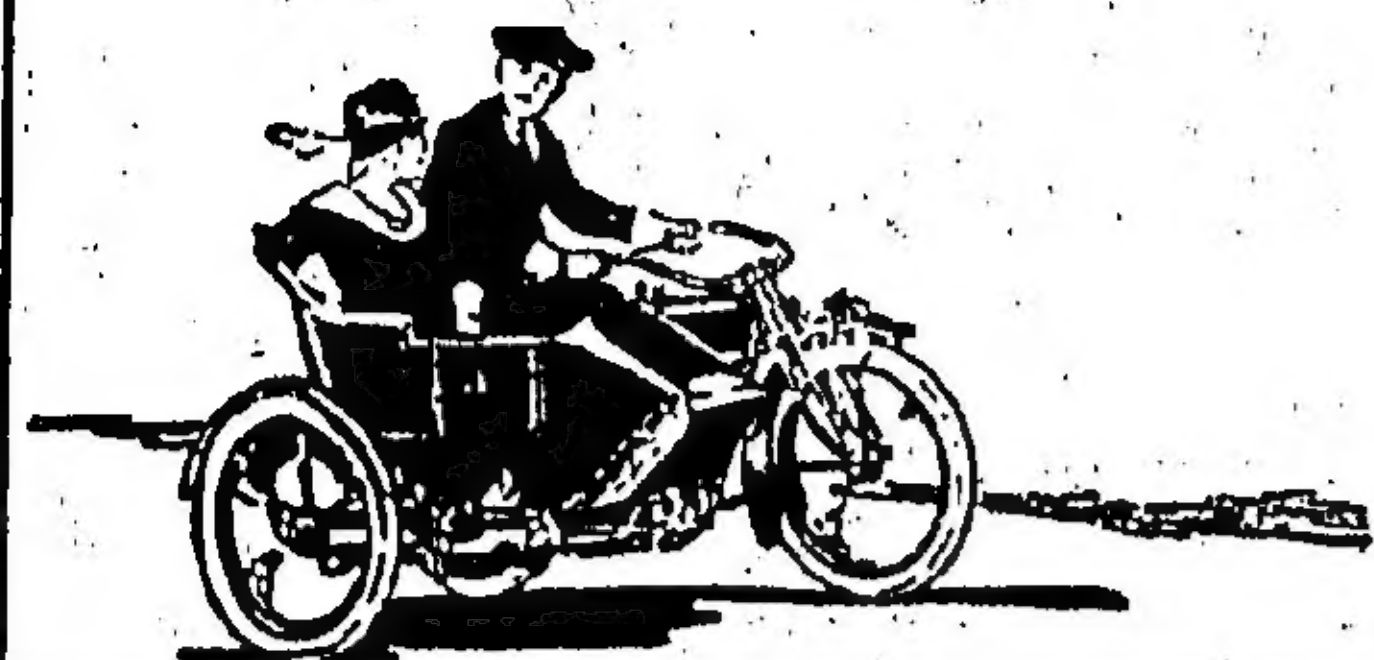
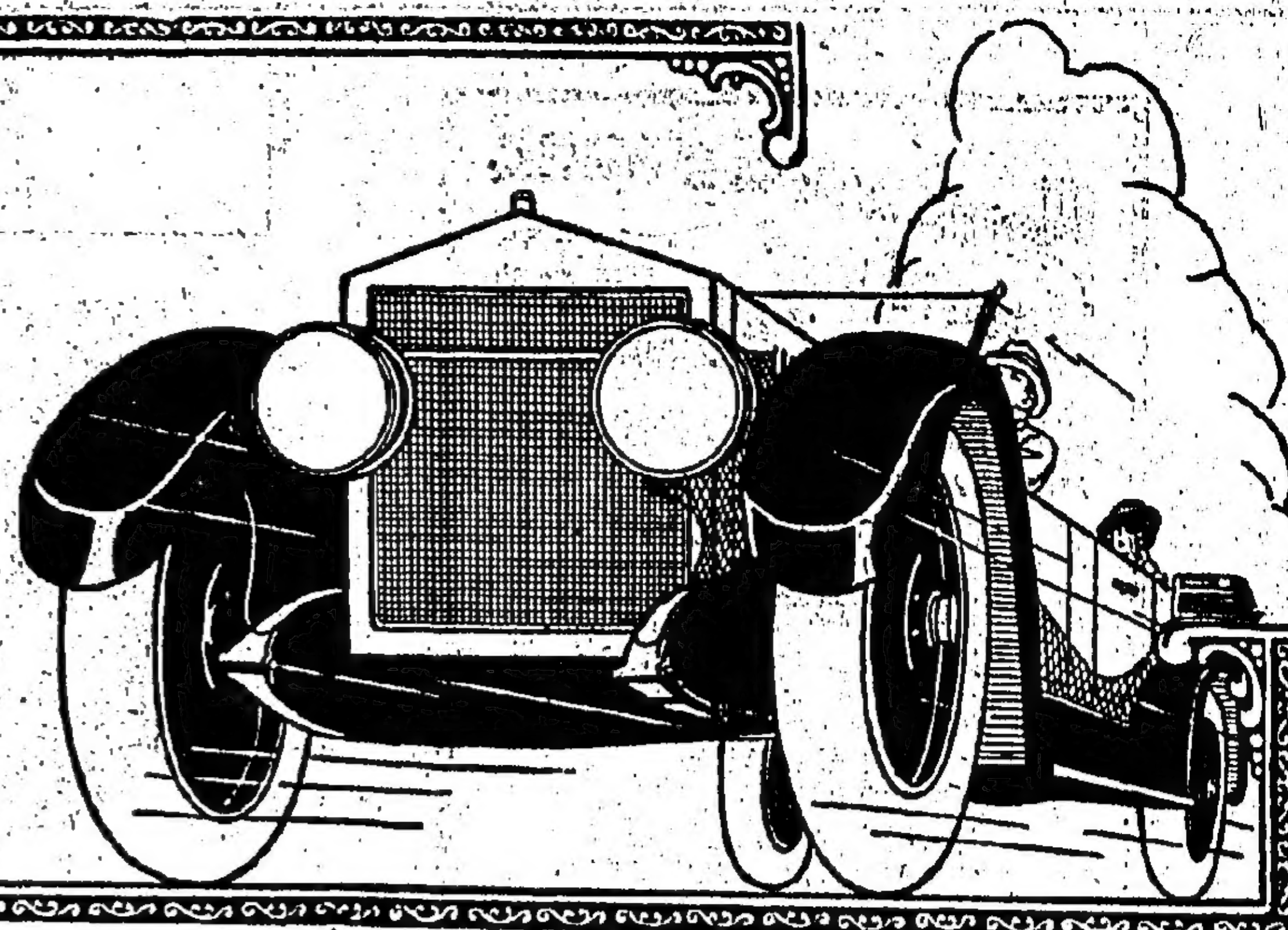
The Bidding: South bids one no-trump and all pass. Deciding the Play: West leads King of spades. Should Declarer take this trick? How should he plan his campaign? The Error: Declarer takes with the Ace of spades.

The Correct Method: Declarer observes that he is certain of making the following tricks: one in spades, two in diamonds, one in hearts and three in clubs or a total of seven tricks. Game may however be made by preventing East from leading spades after the third round. This is accomplished by the hold-up. Declarer does not take the Ace of spades until the third round, thus exhausting East of all spades. Thereafter Declarer plays the suits in the following order:

(1) Diamonds. (2) Clubs. (3) Hearts. In playing the diamond suit, every finesse is taken towards East, so that West never obtains the lead until game has been made. The club suit is thereafter played, and in all probability four tricks are made therefrom. The Principle: The hold-up should be exercised whenever opponent can thereby be prevented from throwing the lead to the strong hand.

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SATURDAY, 23rd FEBRUARY, 1929.
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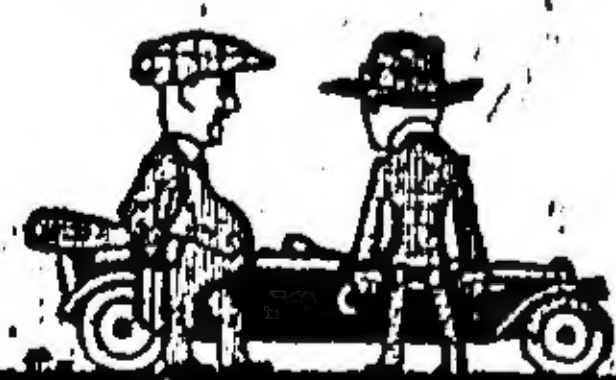
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CURRENT COMMENT

Vehicular Ferry.

We are indeed glad to note that the Star Ferry Company is investigating the question of providing a vehicular ferry between the island and the mainland, and it is to be hoped that the Government will lend every possible assistance and encouragement. Motorists are deeply indebted to the Company for having provided the only means of carrying vehicles across the harbour, and although the lighter system at present in force is anything but ideal, as the only facility available, it serves a most useful purpose. The development of Kowloon and the great increase in the number of motor vehicles in the Colony are the primary reasons for the inauguration of a more up-to-date service, and we imagine that a ferry built for the purpose of carrying both merchandise and vehicles would prove quite a profitable undertaking.

Cargo Traffic.

There is a very heavy cargo traffic across the harbour, much of which is carried by junk, and it cannot be said that junk hire is exactly reasonable. A ferry which had ample accommodation for merchandise as well as vehicles would surely fill a real demand, and it would further have the great advantage over the junk method in that lorries could be taken across the water fully loaded. Without doubt, the main demand would be for cargo purposes, excepting during week-ends, when a large number of motorists would take advantage of modern facilities in order to enjoy a spin round the New Territories. On Sundays it might even be necessary to reserve certain ferries exclusively for passenger cars.

Present Limit.

One of the chief arguments in favour of a modern vehicular ferry is that the majority of motorists in either Hongkong or Kowloon rarely motor on the opposite side of the harbour on which they reside, solely on account of the fact that quite a lot of time is taken up in the transportation of cars by the lighter system. Were it possible to drive straight on to a vehicular ferry, as is done in other parts of the world, many would regularly avail themselves of the system, and a growing source of revenue should result.

100,000 A MONTH.

Ford in Full Swing.

SPECTACULAR COME- BACK.

The outstanding feature of the motor industry throughout the world is the "comeback" being staged by Henry Ford with his new car.

In 1926, Ford produced 1,056,020 cars, while all other U.S. manufacturers produced 1,875,139 cars together. In 1927 Ford went out of production. This year Ford produced 6,338 cars in January, 12,634 in February, and so increased the total each month that the monthly production now has reached more than 100,000 cars. To August 30, Ford's production was 313,307 cars, against 2,548,869 for all other makers, but by December 30 his proportion will be much improved.

So far Ford cannot keep pace with orders, and probably he will not have to fight for a market until he is producing some 200,000 cars a month, and again rivalling Chevrolet as the best seller.

H.K.A.A. Members.

When the bathing pavilion which is to be erected near Castle Peak by the Hongkong Automobile Association is completed, many members who live on the Hongkong side would welcome an easy means of crossing the harbour in order to enjoy the privilege of bathing on the other side, and from this angle alone, the private car traffic would be quite heavy during week-ends.

Taking Risks.

There must be a special little joss-man who watches over Hongkong motorists, for the risks taken by some drivers are just about the limit. It is really surprising that serious accidents are not frequent occurrences, especially collisions on blind turns. On three occasions during the present week, reports have reached us complaining that public hire drivers speed both up and down Stubbs Road without the slightest regard for what may be coming towards them on blind corners, which are taken by these reckless individuals invariably on the wrong side of the road. Perhaps it will take a few head-on smashers to impress upon careless drivers that they must keep to the left, but the seriousness of the matter lies in the fact that an innocent driver will suffer.

More Patrols.

More police patrols should be employed, and at certain places, it would be an excellent idea if secret watches were kept. We have previously expressed disapproval of the police trap method of bringing offenders to book, but in this particular matter, any method which would lessen the existing danger and teach a well deserved lesson to such culprits, would be more than justified.

Passengers' Duty.

Whenever residents employ a public hire vehicle, it is up to them to caution drivers who are guilty of recklessness, not only in order to assure their own protection, but the protection of other road users. In particularly bad cases, the number of the offending vehicle should be forwarded with a complaint to the Traffic Department.

PERFECT TRACK?

Natural Speedway.

DISCOVERY IN AFRICA.

Of special interest at this time, when Major Segrave is on the eve of seeking to recover for Britain the world's record on Daytona Beach, is the interesting discovery of what is claimed to be "the finest possible natural speed track." The "stretch of dead level hard surface" to which reference is made in a recent issue of the *Cape Times* is Verneuk Pan, within 400 miles of Capetown.

The Pan, according to a survey just made, is approximately 20 miles long by 10 miles broad, with a perfectly level and absolutely hard surface.

To a cable giving preliminary information about Verneuk Pan, both Major Segrave and Captain Malcolm Campbell replied expressing their interest and requesting further information and photographs.

On the survey the *Cape Times* representative in a Buick covered a mile at 75 miles per hour with his hands off the steering wheel, and is confident that speeds up to

WINDSCREEN WIPERS.

Should be Compulsory.

CORONER'S VIEW.

At an inquest in the Coroner's Court at Manchester (Eng.) recently it was suggested that screen wipers should be made a compulsory fitting to all cars.

three miles a minute are both possible and safe. In common with other members of the survey party he is convinced that the world's ideal speed track has been found. The party, incidentally, included the photographer who photographed Captain Malcolm Campbell's "Blue Bird" on the Pendine Sands.

The present world's speed record is held by Ray Keech, America, who averaged 207.55 m.p.h. at Daytona Beach, Florida, in April, 1928. The previous record was also made at Daytona by Captain Malcolm Campbell on February 22, his speed being 206.9, thus beating the record of Major Segrave made in March, 1927, of 203.79 m.p.h.

MOTOR VEHICLES IN S. AFRICA.

Greatly Assist Trade Development.

Some very remarkable statistics were recently published concerning the road motor services of the South African Railway Authorities which form a striking commentary on the development which is proceeding in this part of the Empire by the employment of motor vehicles.

It was only in 1925 that motor vehicles were first employed as feeders to their railways in up-country districts, and at the end of the first year's operations by March, 1926, the total route was 1,465 and the goods traffic amounted to 5,900 tons. For the year ended March, 1928 only two years later, the mileage had extended to 7,656 miles, the goods traffic increased to 65,000 tons, and in addition nearly one million passengers had been carried.

Most of the S. A. R. fleet consists of Thornycroft vehicles of both four and six wheel types, of which they are now operating a fleet of over 300, which it may be added, is the largest fleet of British vehicles operated by any one user throughout the Empire.

It has grown from small beginnings entirely on the satisfactory

service given, particularly by the six-wheeled types of Thornycroft vehicles put into service in out-lying districts where no roads exist.

Agricultural development has thereby been tremendously assisted, and the annual production of cream alone has increased from 135,000 gallons to 381,000 gallons, and similar advances have been made amongst cattle farmers and maize producers.

The most recent development was the official opening recently of new services into Swaziland, a native state without any railways, and the S. A. R. Authorities expressed their conviction that the inauguration of the new road services would provide far cheaper and more efficient transport than the extension of their present railways into that territory as had previously been advocated.

It only remains to add that what is being achieved so successfully in South Africa is also being done, on a smaller scale, in South America, Australia, and other overseas Colonies where Thornycroft six-wheeled vehicles have been put into service.

Look out for—

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500 c.c.

SINGLE CYLINDER
SIDE-BY-SIDE VALVE
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World's Records—Inter-
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Over 50 Cups and Special
Trophies—Over 150
Firsts in Speed
Trials—

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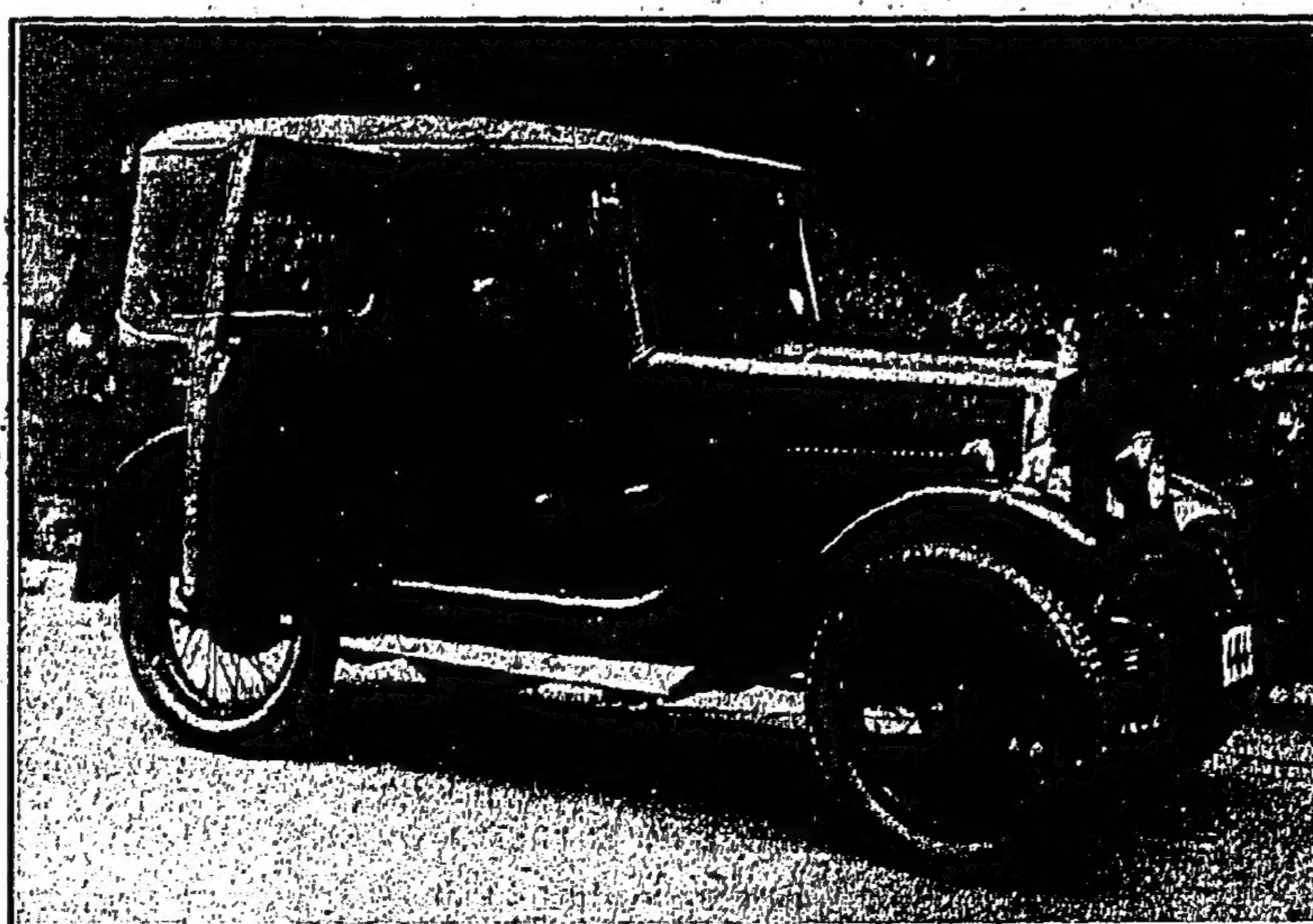
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always brings success

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HONGKONG'S FIRST MORRIS MINOR SALOON.



The above photo taken in Hongkong recently, shows the first Morris Minor car to arrive in the Colony. Note the wide entrance. (Photo-Mao Cheung).

Homeward Bound Motorists!

OUR BUY BACK GUARANTEE
MAKES MOTORING TROUBLE FREE

ON YOUR ARRIVAL

The car you select, new or second-hand, is handed over to you registered and insured, and in all respects ready for the road.

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BRITISH CARS AT NEW YORK SHOW.

First Time in American Motor Vehicle History.



New York, Jan. 11th.—For the first time in American automotive history foreign-made automobiles this year have a place at the National Automobile Show in New York. At the Grand Central Palace here overseas manufacturers have matched their products with those of American manufacturers.

The intensive world-wide motorization process which has been going on during the past decade with ever increasing momentum has swept away barriers which formerly prevented the holding of a completely international automobile show in America and this year the National Automobile Chamber of Commerce issued a special invitation to motor car manufacturers overseas to exhibit their wares at the New York exposition.

The following foreign manufacturers are displaying their cars at the New York show:

Vauxhall Motors Ltd. (General Motors controlled) of Luton, England; Daimler Motors and Austin Ltd., also of England; Renault of France and Mercedes-Benz of Berlin, Germany. These manufacturers each have two or more of their models on display ranging from the small "bug" type to a palatial Renault costing up to \$22,000, depending upon the coachwork.

An interesting fact in connection with the display of the foreign makes of cars is that although General Motors has been in control of the Vauxhall organization since 1925 no Vauxhall car has ever before been displayed in this country.

Several months ago a Vauxhall car was brought to America to be put under the engineers' microscope at the General Motors proving ground, but with this exception none of the American-controlled British-made cars has ever

put in an appearance although the car is widely known overseas. Recently the Vauxhall attracted attention in England in a test which it withstood by driving away under its own power, after having been rolled over a cliff in two complete somersaults.

Although the universal demand for motor transportation has had a standardizing effect upon motor car design the American motorist will find many novel features in the foreign-made cars introduced here.

For instance, the British-made cars are exclusively right-hand drive in their steering arrangement and virtually all of them have four-speed transmissions.

Mercedes-Benz has a car that carries two super-chargers and the French-made cars have many such innovations.

A feature which Americans will undoubtedly notice will be the efficiency of the four-wheel braking systems of some of the European cars. Vauxhall, for instance, boasts a braking system that permits a dead stop in three seconds from a speed of 60 miles an hour.

Roads Well Marked.

Twenty-eight states have finished marking U.S. highways within their borders with standard highway signs approved for the federal road system. The signs are of two general classification, danger and caution signs, and standard route markers.

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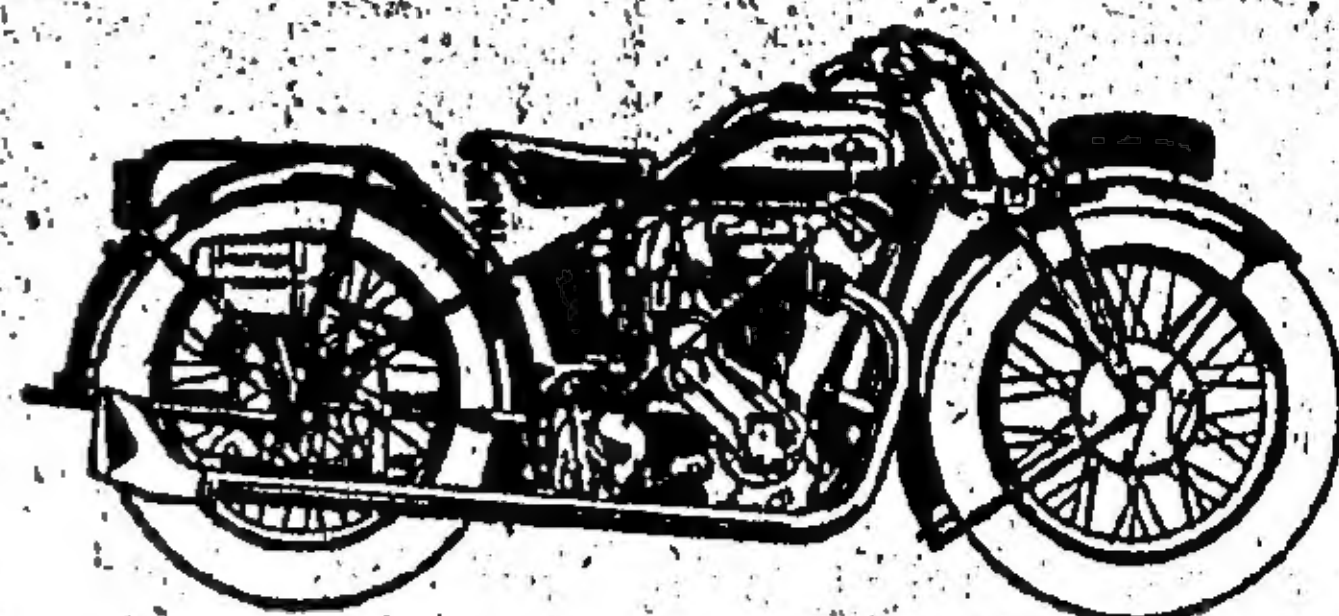
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For instance, the British-made cars are exclusively right-hand drive in their steering arrangement and virtually all of them have four-speed transmissions.

Mercedes-Benz has a car that

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ALSO THE FAMOUS

GILLET D'ERSTAL
MODEL FROM H.K. \$470

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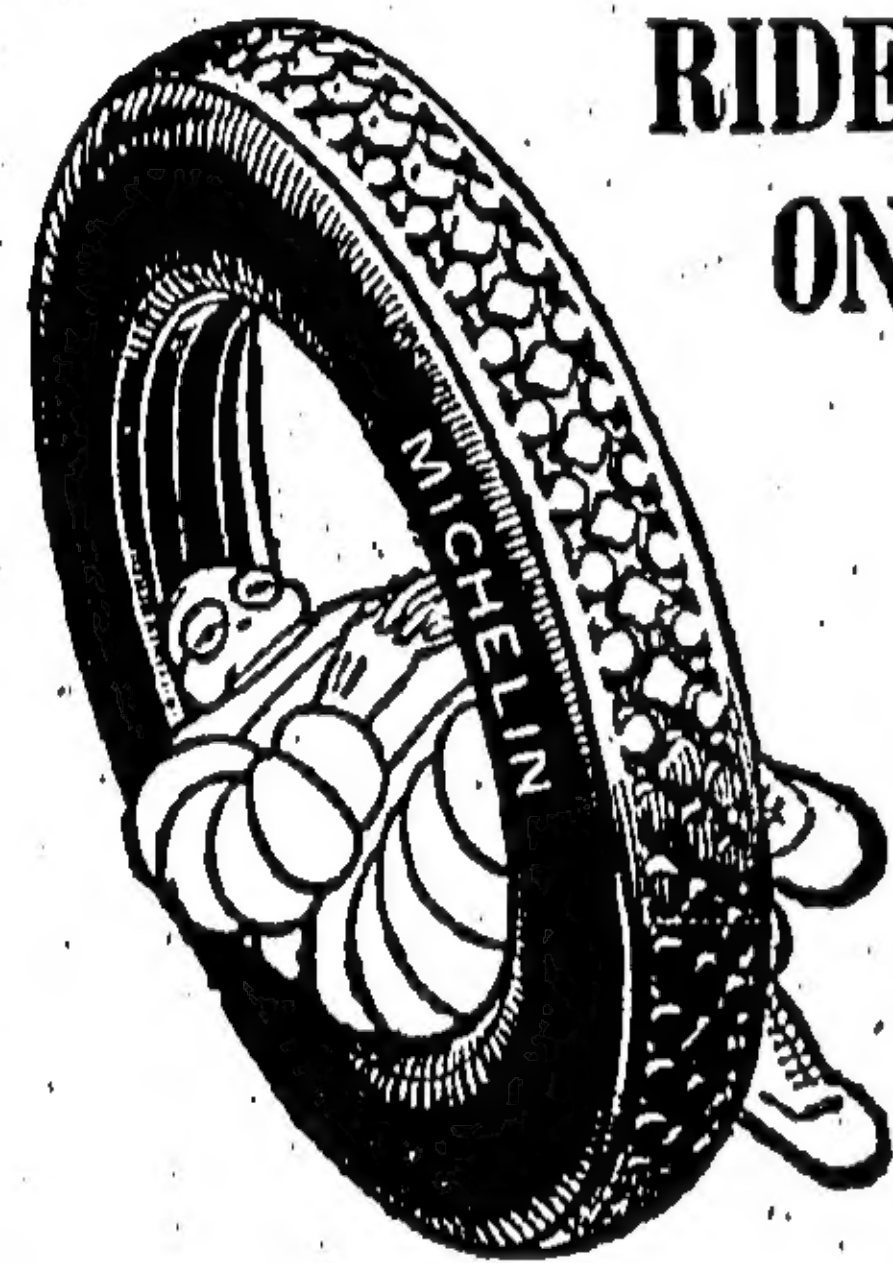
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NEW MODELS
NEW PRICES
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FIAT 509, 4 Cyl.

4 Seater.

Tourer \$1,795—
Saloon \$2,000—

FIAT 520, 6 Cyl.

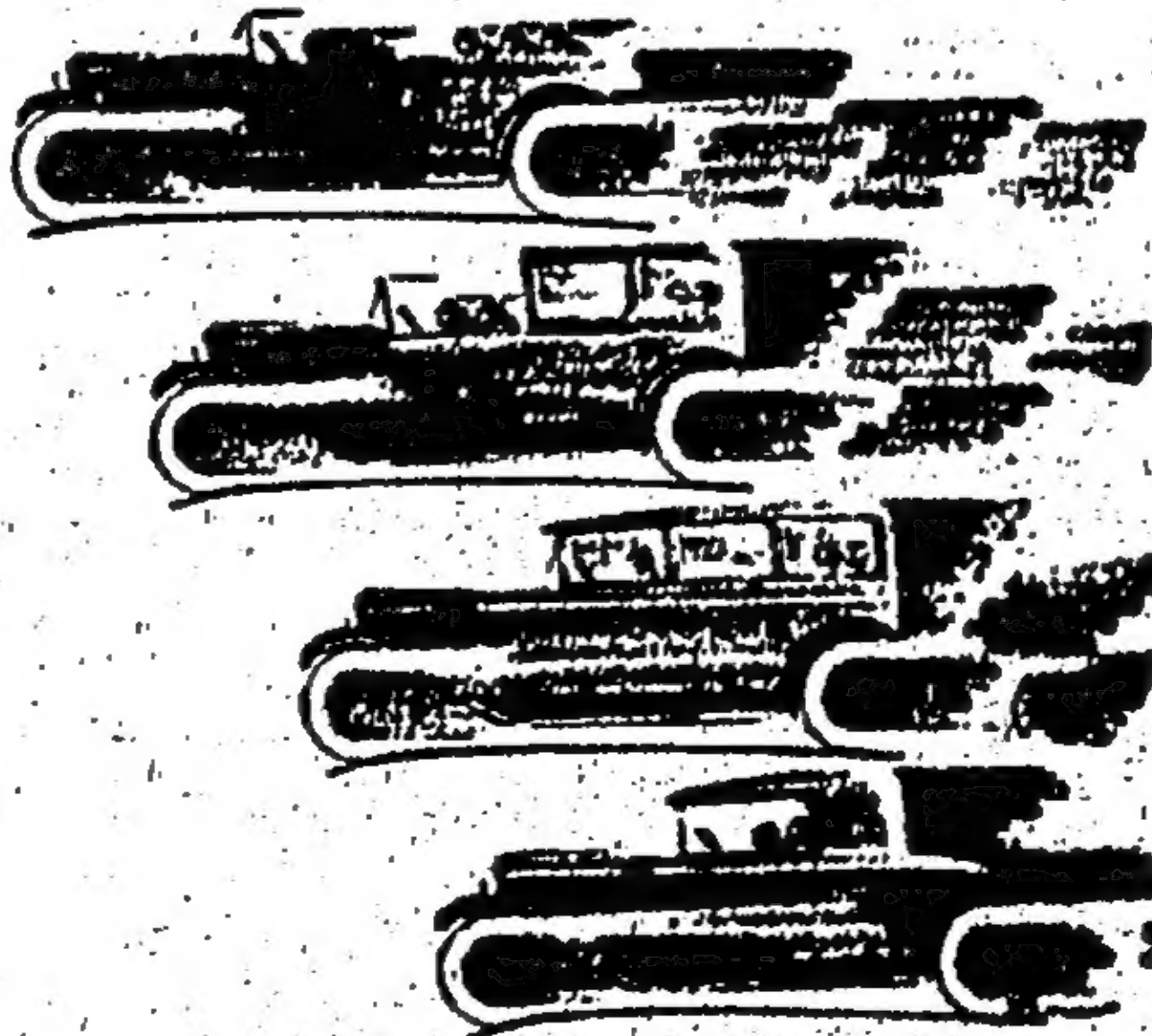
5 Seater.

Tourer \$2,500—
Saloon \$2,950—

FIAT 521, 6 Cyl.

7 Seater.

Tourer \$3,000—
Saloon \$3,740—
Town Coupe \$4,000—



Trial runs willingly arranged.

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Managers.—A. GOEKE & CO.

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Living Up to the Highest Traditions of the Century Hupmobile's 1929 CENTURY SIX



Hupmobile has ever been loyal to its owners. Loyal to those high standards of the finest possible motor car performance. Now, in the New Century Six, Hupmobile has again furnished dramatic proof of its integrity of purpose.

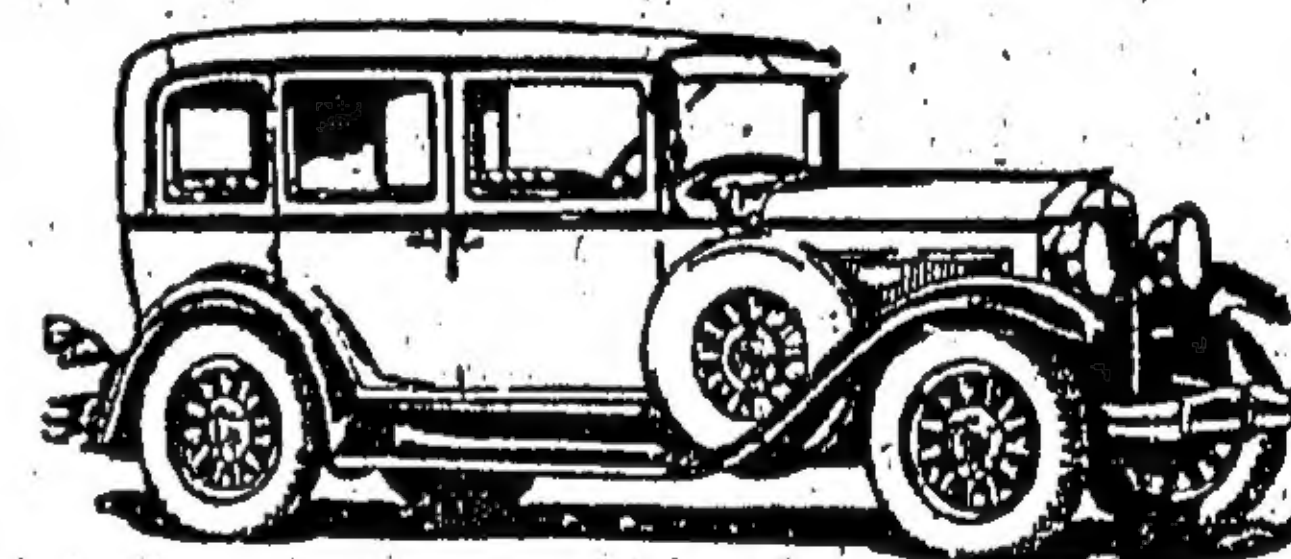
It has faithfully raised the standards of motor car value. The new Century Six has set a convincing pace for individuality of design—classic riding comfort—unmistakable values. Hupmobile has become the prime favorite of discerning buyers. It has won this position by integrity of purpose, by raising to new heights its recognized standards of merit and fine performance.

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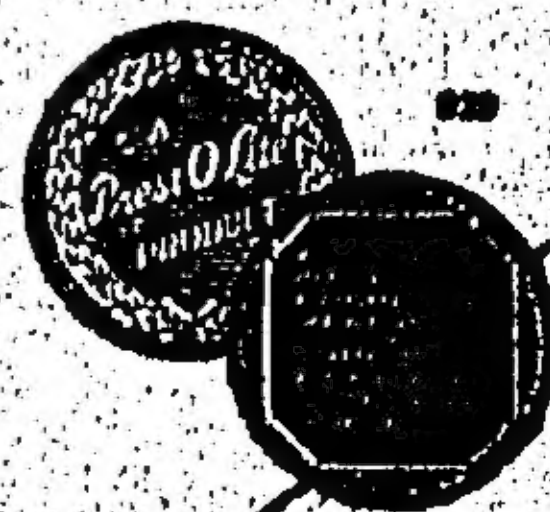
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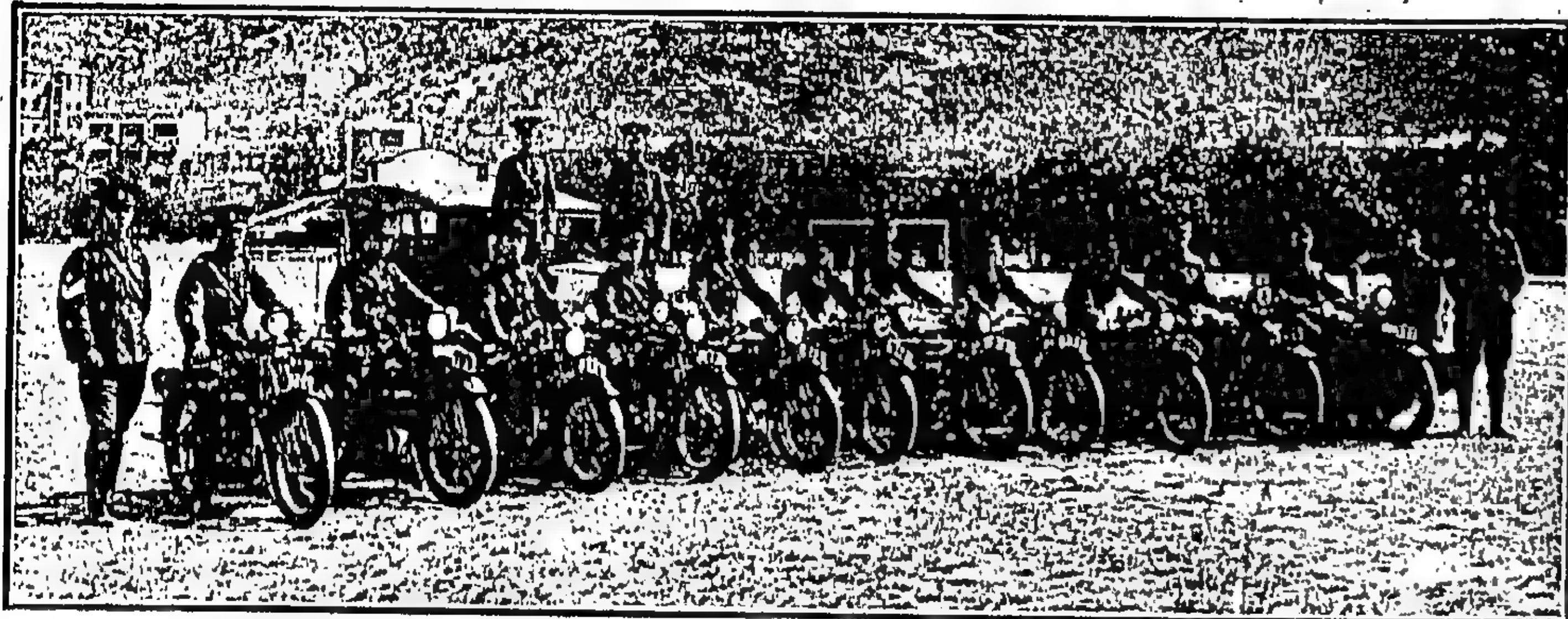
Hongkong Telegraph.

Pictorial Supplement

February 23rd, 1929.

TO OUR READERS

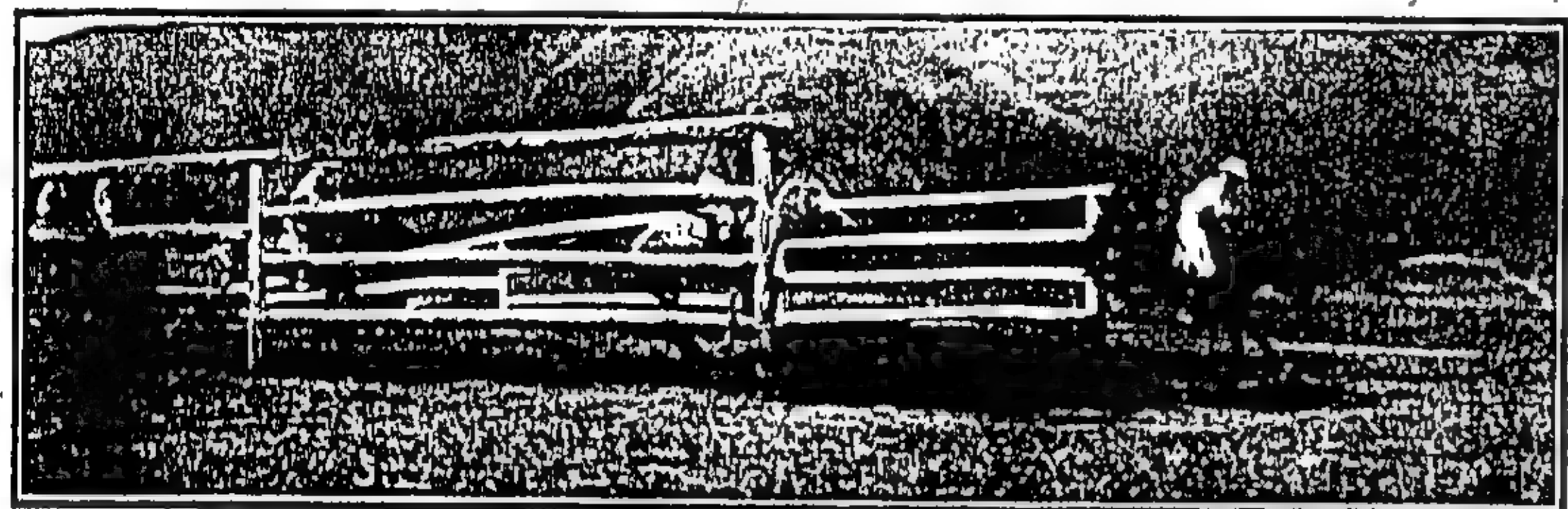
We shall be pleased to
receive photographs of
interest, for reproduction
in this Supplement.



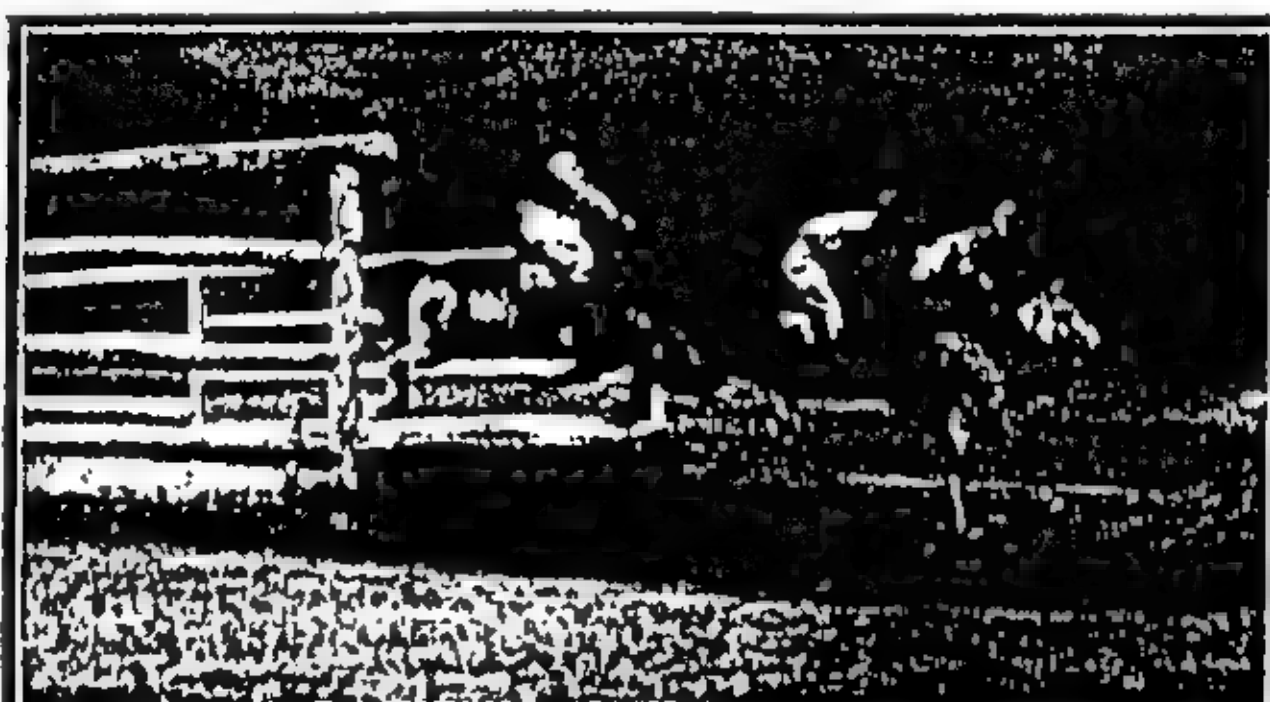
A recent photograph of the members of the Flying Squad of the Police Reserve. This smart unit has performed excellent service. (Photo: Ming Yuen).



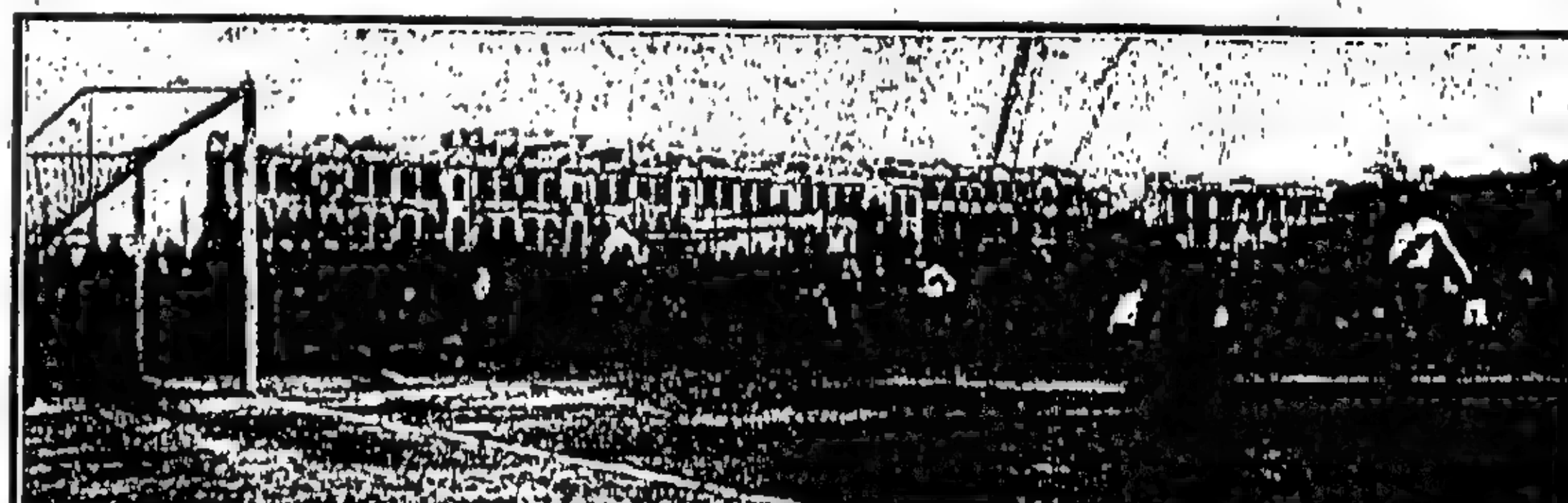
The above photograph was taken on the occasion of a tiffin given to the Hongkong and Canton Interport Paper Hunt riders by Capt. R. N. Bjuke, at his residence in Tungshan, Canton.



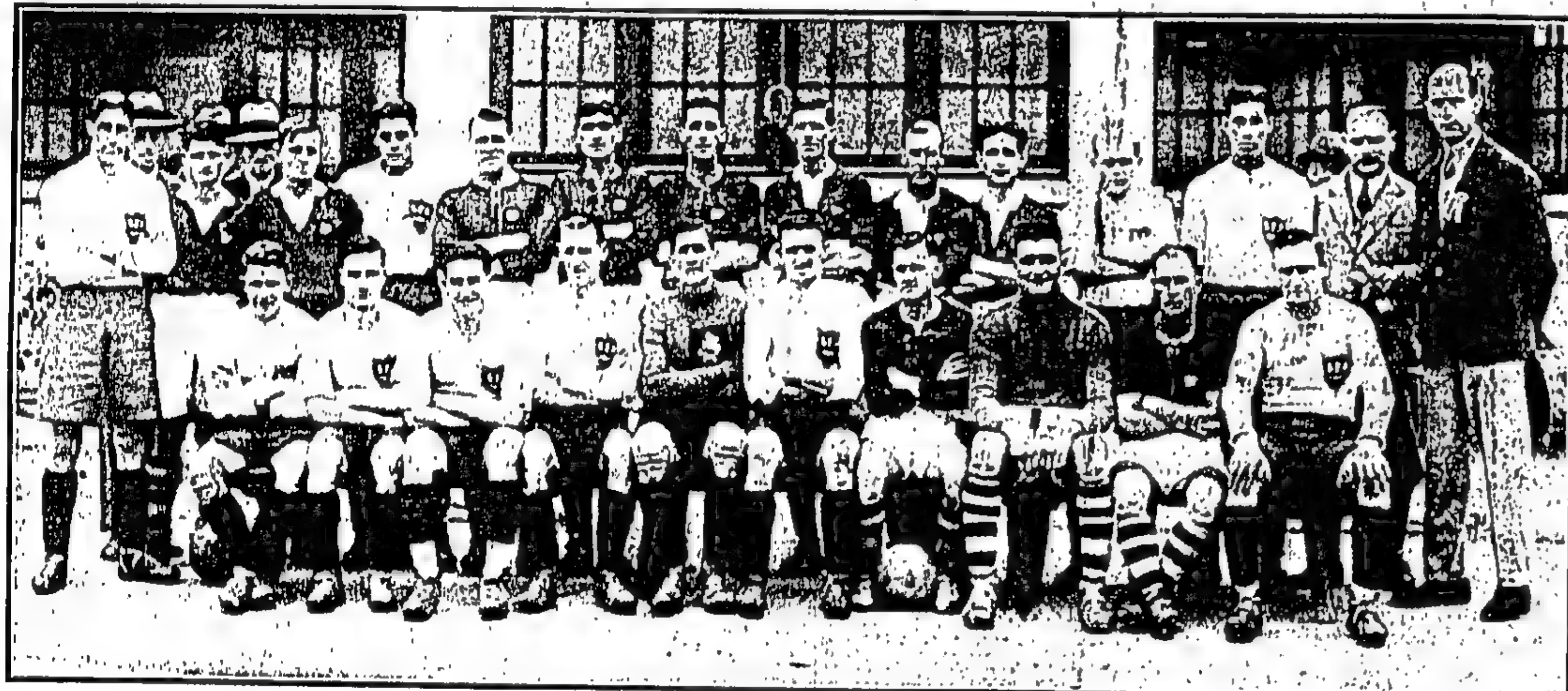
Some very good racing was seen at the Fanling Hunt Steeplechase on Sunday last. The above photograph was taken at the water jump.



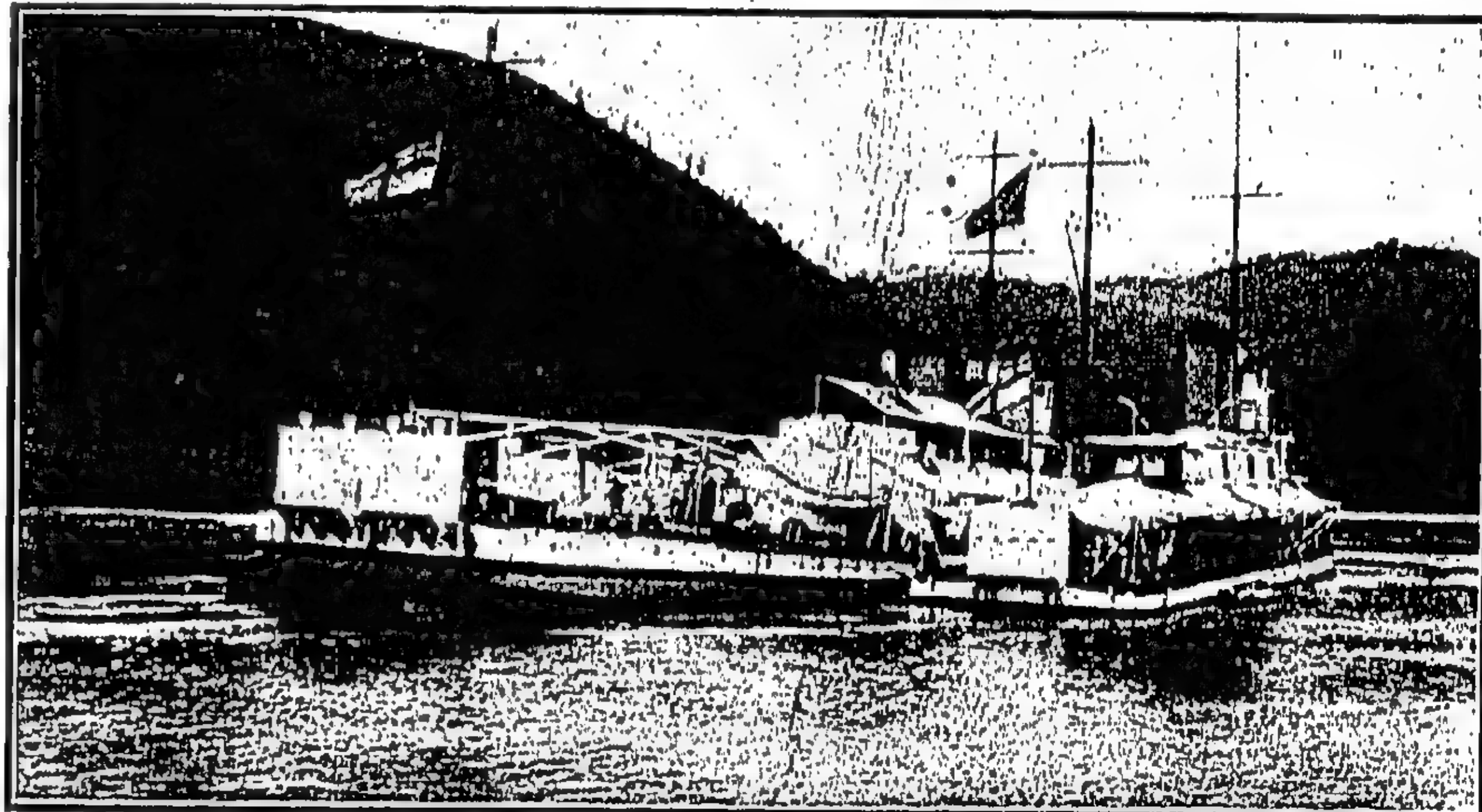
Three mounts going well over the water jump at Fanling Hunt Steeplechases on Sunday last.



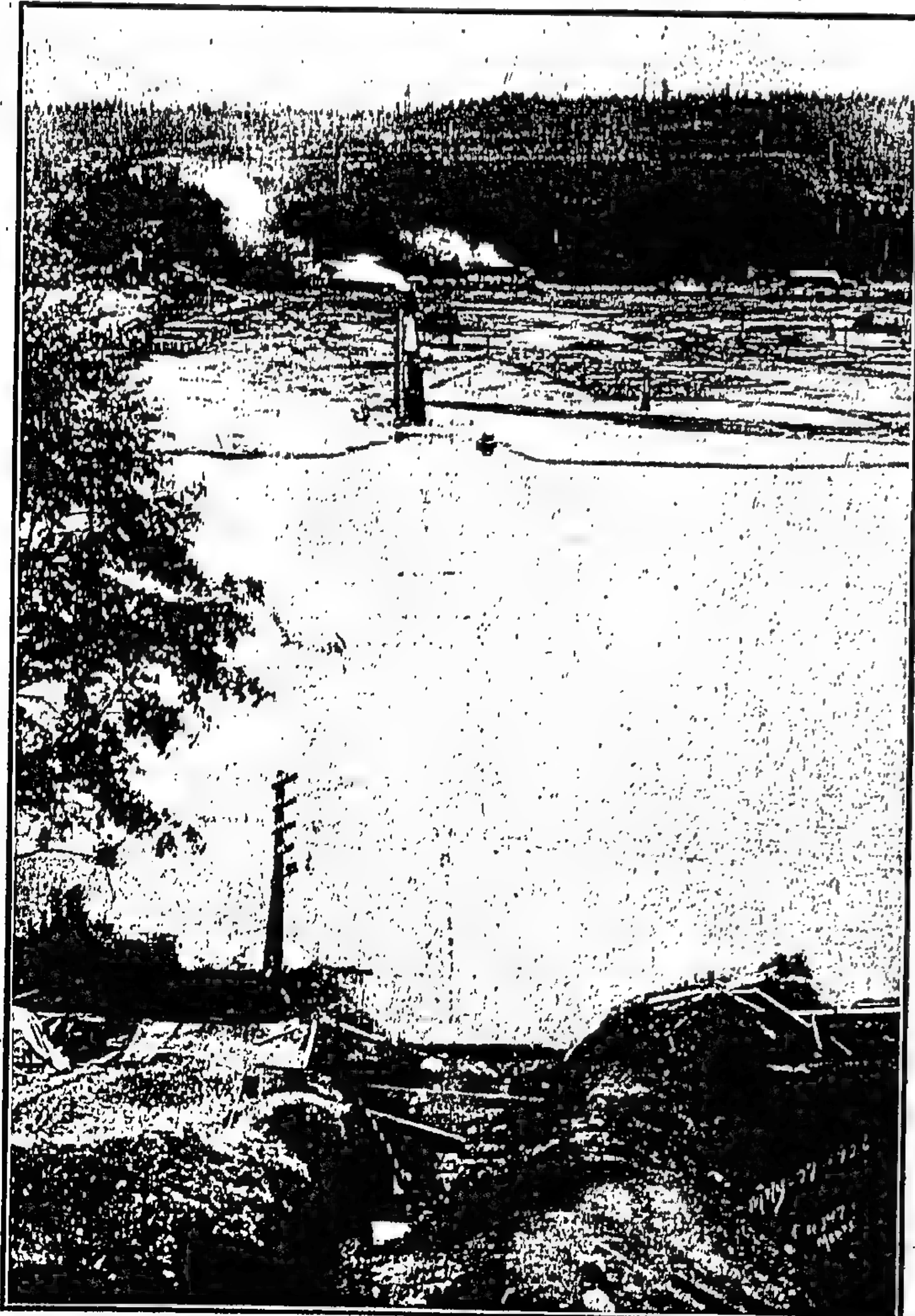
The Shanghai goalie makes a brilliant save—during last Saturday's match between the Shanghai Interport team and the United Services. The latter team won by two goals to one. (Photo: Ming Yuen).



The Shanghai interport football visitors played a team representing the United Services, at Happy Valley, on Saturday, the servicemen being victors by two goals to one, after a fast game. The above photograph was taken before the match. (Photo: Ming Yuen).



H.M.S. Moth, of the West River Patrol, was aground for a week 17 miles below Wuchow, at a spot near To Shing. When the above picture was taken H.M.S. Moorhen was alongside assisting in pumping operations. The forepart of the Moth was flooded, the stern being seen well clear of the water. She has since been refloated.



In view of the projected pipeline across the Harbour, special interest attaches to the above picture, showing The Narrows, Vancouver, across which are laid pipelines to carry Vancouver's water supply from the watersheds of neighbouring mountains.



The football team of H.M. Submarine "L3," winners of the Submarine Cup for the 1928-29 season. (Photo: Mee Cheung).



H.E. the Governor and members of the Legislative Council inspecting the intake dam of the Shing Mun River scheme, during the recent tour of the Shing Mun valley. (Photo: By courtesy of Hon. Mr. R. H. Kotewall).

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way of doing anything—

THE OLD WAY THE ACME WAY

SEND FOR THIS FREE BROCHURE

Ninety pounds of axe handles packed in an unreinforced box weighing 43 lbs. and costing 90c.

This redesigned box, carrying the same load, is 17 pounds lighter. Reinforced with Acme Nailless Strap it is stronger than the old box and 26 cents less.

Fifty-five pounds of carbide in cans, packed in a box reinforced with two wires, weighing 8 pounds and costing 19 cents.

Reinforced with one Acme Nailless Strap, this box carries the same load, is 21 lbs. lighter and costs 5 cents less than the old one. It is stronger by actual test.

Boxes carrying 48 pounds and 25 pounds of pump parts, respectively. The large one weighs 39 pounds and costs \$1.07. The small one weighs 13 pounds and costs 39 cents.

Redesigned and strengthened with Acme Nailless Strap, these boxes carry the same loads. The larger box now costs 47 cents less and is 17 pounds lighter—the small one costs 20 cents less and is 7 pounds lighter.

Demonstration from the Sole Agents for—
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SUPERSTITION IN PENNSYLVANIA.

SIDELIGHTS ON INTERESTING MURDER CASE.



Here are the principals in the voodoo murder case at York, Pa., and some of the pow-wow symbols used in weaving spells. John Curry left, and Wilbert Hess, upper right, were the alleged accomplices of John Blymer, centre, Pennsylvania "hex doctor." The circular diagram is one set forth in the "Black-Art Book" and contains Latin, Greek and Hebrew incantations. The "Omnipotent" star, with German and Hebrew words, it is declared, will accomplish almost anything when traced in holy water. Lower right are mystic amulets, for left and right hands, which help the wearer to put more vigour into his prayers.

(By Gene Cohn).

York, Pennsylvania, Jan. 10.—The "old wives' tales" are celebrating a triumphant 200th anniversary in this thriving, modern city where the defiant spirit of Tom Paine once rocked conventional minds.

As symbols of this survival of transplanted folk-lore and eerie whisperings are two strapping farmer boys: John Curry, who at 14 is precociously overgrown, and Wilbert Hess, 18, whose lean, muscular arms and hand have grown hard guiding a plough. And as an intermediary between these lads of a modern age and a primitive medievalism is one John Blymer, who mastered the "black arts" at the knee of an ancient crone in what one day may become known as "Voodoo Valley."

In this so-called "jazz age," one might expect two farmer lads to be hitching radio aerials to the barn by way of allaying the loneliness that creeps into a far-scattered farm belt. Instead of which we find them giving ear to mad mutterings handed down from one generation to another by whispering old women, and making their way by the dark of the moon to lay low a witch.

Was "bewitched." This witch, or spell-caster, was presumed to live in the body of one Nelson Rehmeyer, a prosperous, mystical farmer. And so, at the alleged suggestion of Blymer, they killed him to obtain a lock of hair that "must be buried eight feet below the ground" before the curse could be lifted from the Hess farm.

But how can such practices survive, after 200 years of progress? After all, this region is an historic seat of revolt staged against old lands and old wrongs. Here Lafayette came to battle an anti-Washington conspiracy and the Articles of Federation were signed. Here lived Tom Paine, famed political and philosophical author. The question appears to have several answers. The beginnings lie deeprooted in time. Seven

centuries have to be cut away and the old Germanic legends of Thor and Woden recalled. Next it is necessary to invoke the cabalistic teachings of the 13th century, wherein figured strange mystical signs and amulets and incantations. These were blended in a medieval mixture of primitive Christianity.

For Physical Ills.

The black arts were anticipating modern inventive magic and the alchemists were anticipating modern chemistry as they brewed their potions to find the "philosopher's stone" that would transmute base metals to gold and create a panacea for all ills. Paracelsus was swashbuckling down from his Alpine hills to form a human hyphen between the past and the present.

Medicine was in its swaddling clothes. And when ills came upon the house, the old women went to their ancient pharmacopoeia and far-scattered farm belt. Instead of which we find them giving ear to mad mutterings handed down from one generation to another by whispering old women, and making their way by the dark of the moon to lay low a witch.

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Told Fearsome Tales.

Lads and lasses were reared to the whistling of eerie winds in the rafters. . . . winds that cause old grandmothers to take children upon their knees and spin fearsome tales. And when a lad or a lass fell ill, there would be much babbling of primitive lore. Keys were still suspended to backs for nose bleed; a string taken from a dead man's finger was an infallible charm for growth. There were, as of yore, folk who could "cast spells" for reasons best known to themselves. And witch doctors appeared to uncast them. In the back country, there was no charlatanism. Many worked without fee.

But in York and the centres, the "pow-wow" or "hex" doctors hung up signs. There are many to be seen in the streets of this busy town—with Sam Schuck, Mme. Shense and Prof. Lehart as the outstanding practitioners.

Meanwhile the work of a certain John Hohman appeared in many a farm house. It was titled, "The Long Lost Friend," and was a compendium of magic.

Difficult to Combat.

Because the practices were linked with religion and the cross appeared as a symbol of basic faith, the problem has not been easy to deal with legislatively. Nor has education crept in to help much. Folk who could not recognize the name of Tom Paine are familiar with the history of John Hohman and can recite passages from the apocryphal "Seventh Book of Moses."

Here, then, enters the final answer to the question—the situation has been condoned, and compromise has been allowed. In the country churches, the ministers have not frowned on what they saw, and a general silence has fallen over the scene. York has not wished to appear "benighted," and things have been allowed to drift along until tragedy came to open its eyes.

WOMEN AS AVIATORS.

GREATER INTEREST ADVOCATED.

Lady Heath, writing in the *Empire Review*, asserts that women should take a greater interest in aviation. She says:—

To those to whom this exhilarating form of travel has a more than temporary attraction (and by the number of women who enjoy the experience of fast motoring these days, I imagine that the somewhat kindred thrills of speed and mechanical impulse have as great a fascination for them as for their men-folk) the new career of an air pilot offers a great scope for their activities. Personal strength and physical force are required even less in flying than in motoring.

In fact, it needs quite a delicate touch on the "joy-stick" to control the movements of the great bird-

creature which can be seen throbbing across the sky for hours on end at a steady hundred miles or more for every sixty minutes of invigorating enjoyment. There is no land thrill which can compare with the almost effortless, yet at the same time "living" forward surging of an aeroplane as it speeds on amongst the billowing clouds.

Freedom is the keynote of flying—freedom from all restraint, and from all the dust, smell, confusion, delaying, and misadventure which constitute road travel practically anywhere to-day. The higher-sunlight air is always pure, with an inspiring freshness in it which is felt nowhere on the earth's surface. To fly is to live, and to live is to want to do some good in the world. Here, then, is a great opportunity for us women; and the more of us who avail ourselves of it the greater the benefit that will accrue to Great Britain, her dominions, and her colonies scattered, as they are, throughout the length and breadth of the world.

EVOLUTION OF THE MIND.

Principal Selbie, of Mansfield College, delivered the Drew Lecture recently, and in the course of his address said:—

"We must remember that machinery as we know it to-day evidences at every point the mind or minds which lie behind it; and when Kipling tells us, for example, of the modern engine that is a supreme example of law, order, beauty and restraint, obedience, discipline, what is he saying but that it is a supreme example of the action of mind?"

"If, then, man is organic to the universe and if, as is obviously the case, he too has been the subject of a long and intricate developmental process, it is only reasonable to assume that this process does not stop with his body. Indeed so far as his physical organism is concerned, there is reason to suppose that

SLUMP ON BROADWAY.

THEATRES CLOSE AND ACTORS JOBLESS.

(By Gilbert Swan).

New York, Jan. 10.—Over-shadowing every event on Broadway's gaudy trail, the menacing cloud of theatrical famine hangs uncertainly—presaging either the worst storm in modern stage history or a bright dawn which will bring many important changes to the amusement business.

The condition of the theatre is nothing short of critical.

Something like two-third of the Actors' Equity membership is jobless. *Variety*, the theatrical weekly, places the army of un-



William A. Brady.

employed at 15,000. Some 25 shows gave up the ghost immediately after the New Year holiday trade. Less than a third of Broadway's theatres are occupied and many of these held productions which waver precariously on their toes.

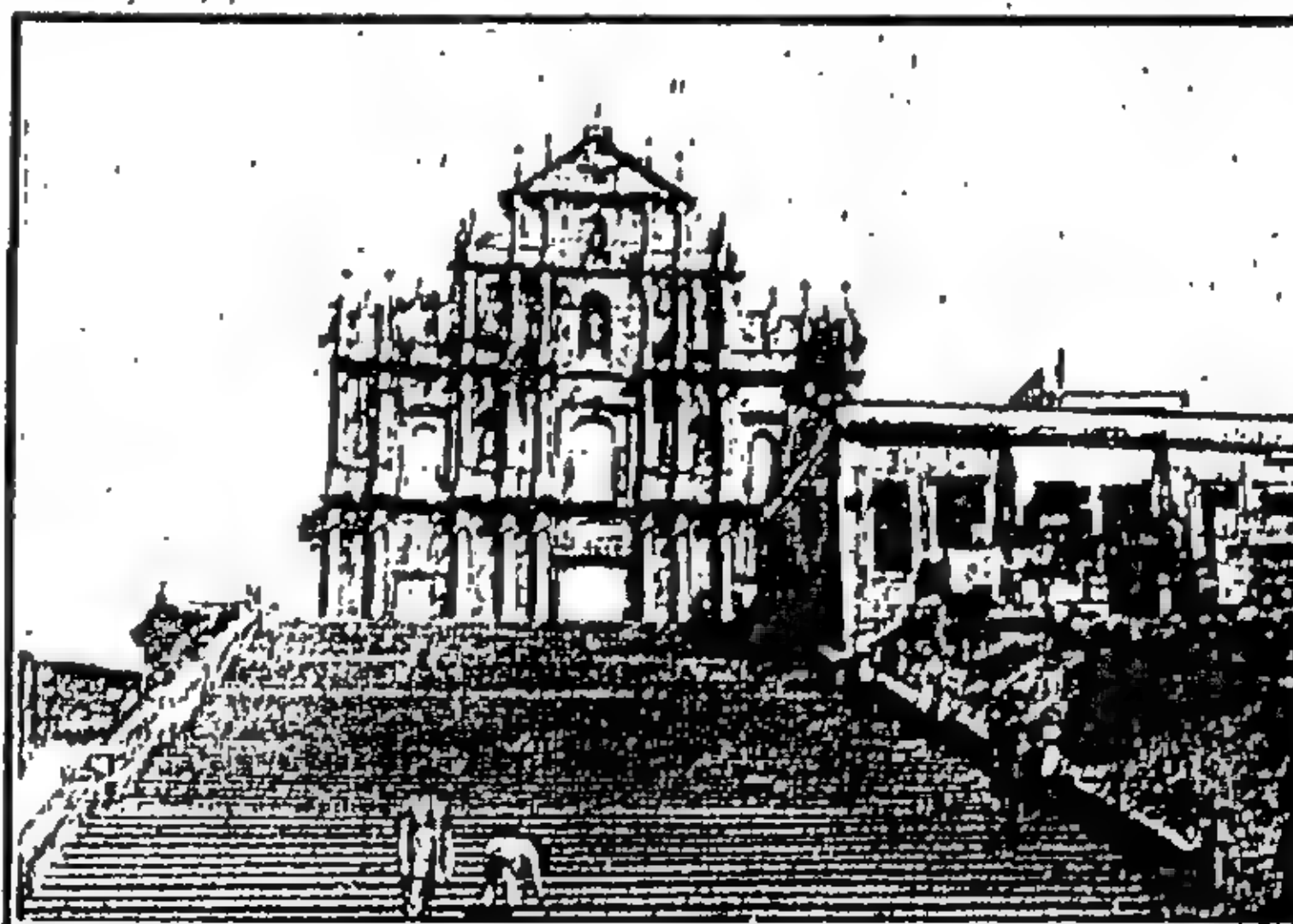
To the Rescue.

As this is written, a committee has rushed into action to do something about it. It is headed by that stage-broke old producer, William A. Brady, who avers that "some intelligent and concerted

man's development has already reached a term, and that further progress will only be along the lines of his higher nature—that is, of his moral and spiritual personality.

In this regard it doth not yet appear what we shall be; and here the hypothesis of a life eternal, immortal and invisible seems to meet the need better than any other and to provide scope for that process of spiritual evolution which, while it may be begun here and now, seems to require some larger scale of being for its completion.

It is not only the case that "man has forever," as the poet says, but that he needs "forever." God hath set eternity in our hearts, and only in eternity can we reach the full development of our higher selves."

REMAINS OF OLD MACAO.
CROSS THAT INSPIRED A HYMN.

The Sao Paulo Cathedral, at Macao, is dedicated to Mary, having over the front door the inscription Mater Dei, (Mother of God). Japanese refugees, converts of St. Francis Xavier, who escaped from Japan during the Anti-Christian persecution, when Japan tried to exterminate Christianity, built it in 1602. These refugees found safety in Macao. It was built to the order of the Jesuit fathers and the facade has some of the earliest symbols of that order. Adjoining it was also an extensive Seminary and Monastery of that order. It was destroyed by typhoon and fire early in the 19th Century, leaving only

action must be taken by the many associations related to the theatre."

Meanwhile the new talking pictures pack in the crowds and the movies do very well, thank you.

What's wrong? What is it all about?

If you listen at the keyholes of the producers you will hear much chatter about the unions—particularly the unions of stage hands. Gilbert Miller, one Broadway figure, who tore up tent and went to London to produce, shrieked his protest against the mechanical costs faced. Experiment, one hears, is out of the question. The unions demand far more than is reasonable, one hears, and insists upon a ridiculous number of helpers for ordinary work. Sam Harris, for instance, wanted to rehearse a moving back drop for "Congal," and was told that a crew of 12 would have to be hired. Hundreds of tiles could be related of the woes of the managers where stage crews are concerned. The stage, of course, cannot compete with the movies, since it can show at but one theatre at a time, whereas a single film, whatever its fabulous cost, can be showing at thousands of theatres and putting on an endless number of performances.

Too Many Theatres.

There are other things, however, to be considered, as I see it.

FIRST—Broadway has far too many theatres. For five or six years, also, there have been too many actors. Then too, only a few theatres are in the hands of the producers or managers. Most of them are real estate ventures, like hostels or office buildings. The producers have been pretty much at their mercy. Furthermore, to keep the theatres filled, shows often have been turned out without much forethought.

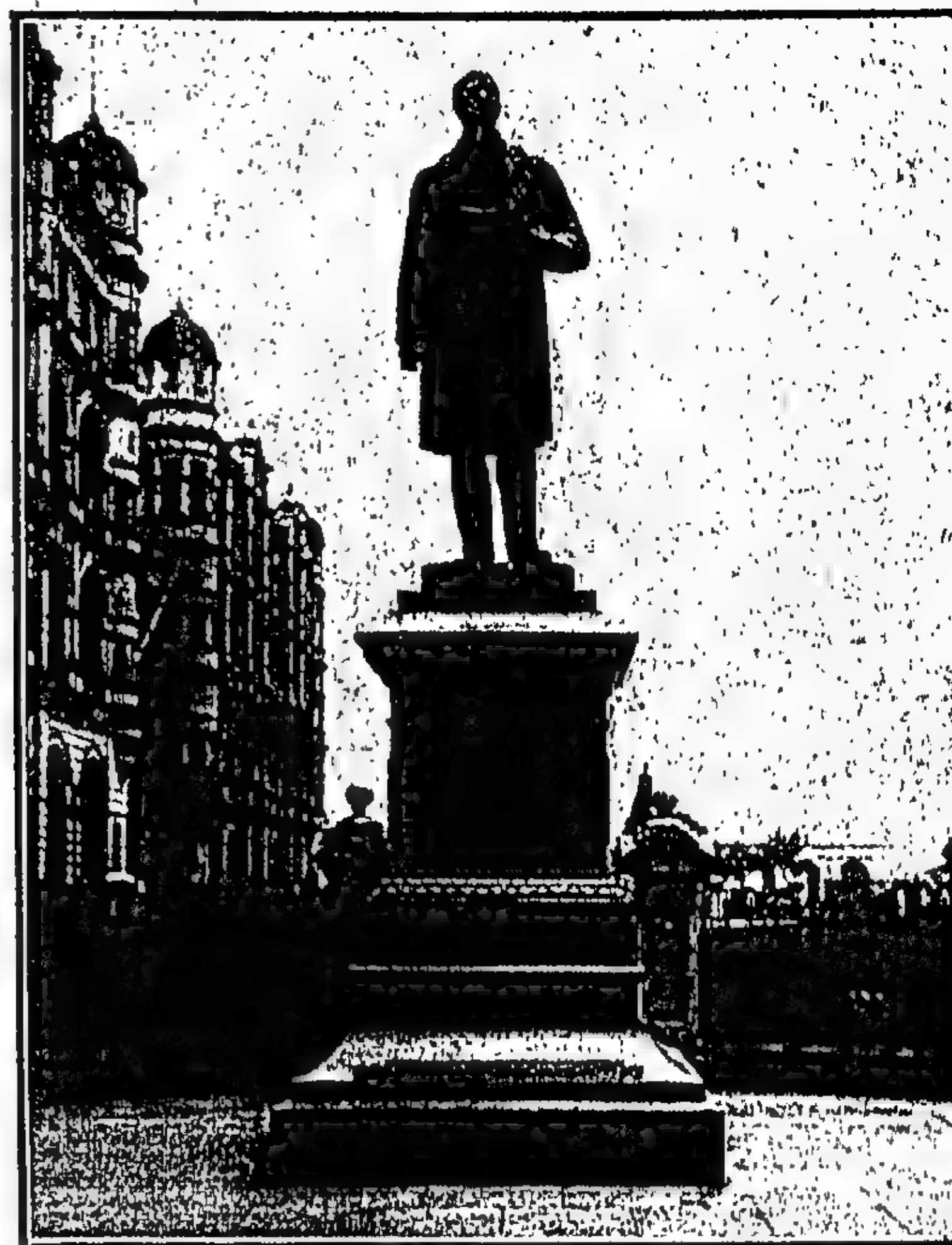
SECOND—The public has been pretty much at the mercy of the theatre scalper. Producers have carelessly let their tickets drift where they might, to be sure of disposal. Plays that are looked upon as potential successes are "bought up" by the agencies weeks in advance. The average ticket buyer gets but a smile at the average box office and has to pay twice the value of a ticket if he goes to a scalper.

Before this double burden was placed upon the theatregoer, the price was beyond the reach of the middle-class man. Its cost, at lowest, might have been \$4.40 or \$5.50. By the time the purchase has been made, the cost is from \$8 upward per seat.

So They Go to Movies.

And so the theatre has lost the "average" man's business. He has grown tired of being held up. Particularly for a show that may have little or no worth. After all, the theatre cannot be entirely supported by the out-of-town trade which, drifting in for a few days, does not question the expense. Tens of thousands who once attended the theatre stay home at the radio or go to the movies—even when the movies are duller than the shows.

THIRD—The run of plays this season has been particularly bad.

FAMOUS BANK MANAGER.
MEMORIAL TO SIR THOMAS JACKSON.

The above statue of Sir Thomas Jackson, which stands in front of the head office of the Hongkong and Shanghai Banking Corporation, commemorates the memory of the most famous Chief Manager of that institution. It was during his regime as Chief Manager, from 1876 to 1902, that the foundations of the Bank's prosperity were laid.

So bad, in fact, or just so-so, that the old theatregoer has learned to wait a while and see what would happen. Because of the various conditions, a new array of unknown producers has showed up. Easy money in Wall Street has provided backers and, without experience in play selection or production, a score of dramas have come and gone—most of them seeming to be fantastic travesties on play-writing and performing.

Many of these newcomers, in order to get well-known performers, have boosted salaries of a few actors to the skies and made competition impossible. The "old timers" will tell you that some of these have all but "put the racket on the Fritz."

Expecta Improvement.

Add to this the novelty of the talkies; the fabulous salaries offered well-known Broadway figures for appearing in "talkies" and a general timidity born of many failures—and you have some idea of the Broadway chaos at present.

Meanwhile, thousands of actors of walk the streets and theatres grow darker.

Out of this situation are likely to come lower priced tickets; a new attitude on scalpers; better and more amusing plays; new arrangements between producers, stage, hands and actors and a sudden let-up in theatre expansion.

Or maybe I'm too optimistic.

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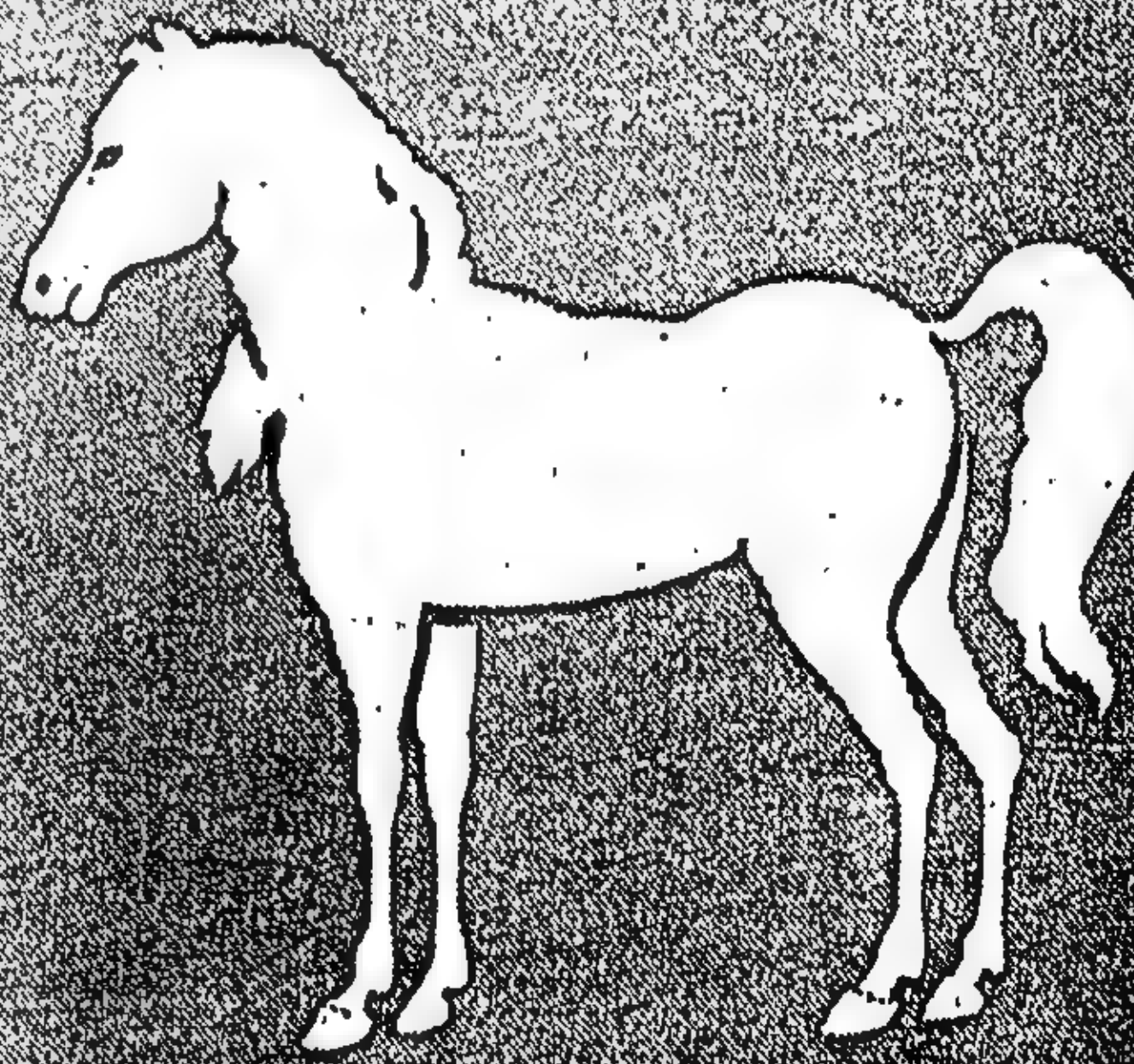
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its little hour
is prized beyond the
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Some Effective Honeymoon Outfits

*Fashion Has
Ten Commandments
To Govern the Trousseau*



*A Traveling Ensemble
Of Soft Beige Wool
With Beaver Trimming
Features Flared Skirt
And Sweater of Beige
Jersey de Laine . . .
—From Premet*



*This Wedding Gown
In White Panna Velvet
Has a Sweeping Train
And Lace Dutch Cap
With Wired Ends
—From Lucien Lelong*

*This Smart Cherry Red
And Ballbunt Straw
From Frances Clyde
Has a Banding in Three
Graduated Shades of Red*

*The Evening Gown
From Lucien Lelong
Is in Gray Chiffon
And Lace Embroidered
With Crystals*

*Brown, Yellow and White
Silk Shirt and Kerchief,
And White Angora Sweater
From Bergdorf-Goodman
White Antelope
Moccasins From Shoecraft
Salon, New York
And Palm Beach*



*White Crepe de Chine Frock
And Black Flannel Sports Jacket
From Eldridge Manning*



*An Eldridge Manning Tennis Frock
Has Navy Blue and White Checked
Tunic, Jacket and Scarf*

GLANCING over the offerings that smart shops are showing for bridal wear, the 10 style commandments seem to be these:

1. Snug hiplines and wide skirts prevail.
2. Fabric and colour alliances are noticeable, with kashas and silks, jerseys and crepes, linens and silks and other lovely combinations in matching and contrasting shades.
3. The jacket theme is almost ubiquitous.
4. Tuck-in-skirts prevail, where blouses are worn with suits.
5. Yokes are prevalent on both skirts and blouses.
6. Evening things glitter. Red is important. Grey is very new. Chartreuse is the most important yellow, with pale green, rosy pink tones, golts, purple and black all good.
7. Evening fabrics include tulle, point d'esprit, warp-printed taffeta, gay dotted chiffons, flat crepe and lace.
8. Sleeveless sports frocks may be of striped shirtings, of rough, pebbly plain silks, fine crepes, linens, kashas or flannels. They invariably have some kind of jacket or sports coat. The skirts are always full, often circular.
9. All sports costumes have their matching sports socks. Most of them still encourage the kerchief. All make much of fancy, colourful shoes and purses.
10. Red will often be seen. Separate jackets of it are very popular. Red shoes, hats and gloves are good. Scarlet is best for sports, softer shades for less strenuous occasions.

WHERE the bridal gown is concerned, Dame Fashion insists on three points: It must be cut on princess lines as far as the hipline. It must have long sleeves, preferably tight ones with mitt cuffs. It must have its skirt achieve some kind of train.

A gown that is well within the law of style on all these crucial points is the Lucien Lelong model at the upper left. It is fashioned of white panne velvet, its sleeves are long and tight, its

bodice form-fitting and its skirt cut circular below the hipline and scalloped all around. This skirt is extravagantly full and its very voluminous back width fashions a long train, falling from the low hipline.

The tulle veil cascades down from a sweet little Dutch cap of old Rose Point lace. The little winged ends of this cap that protrude at each side of the back are wired for effectiveness.

Wise is the bride who chooses for her travelling costume an ensemble that gives her a long coat wearable with other frocks, a skirt that is detachable so she can wear other blouses than the jumper.

Hand-woven wool, in soft beige, is chosen by Premet for the charming and youthful travelling ensemble at the upper right. The collar, coat fronts and cuffs are trimmed with natural beaver.

This coat is very tricky in the way its one button at the throat makes of the collar a smart pointed standing affair, like a man's shirt. The sleeves and body are cut in one. And the sleeves flare in the spring manner, repeating the coat's movement.

The skirt has a fitted hipline and tremendous flare in the form of graduated godets. The sweater is of jersey de laine with a fine hand-pattern in darker brown and the wearer's initials applied as part of the decorative motif.

That hat is a chic little beige felt turban, with one ear flap and on the opposite side a bow of the felt jauntily posed.

SPORTS things prevail. Whether the bride is good at tennis or not, she will need a couple of so-called tennis frocks.

Eldridge Manning made the charming little white crepe de chine model at the lower left. It has a soft flechu collar that knots its ends in front, a belt at the natural waistline with a buckle and ends, and below a tight hipline a skirt fluted by old-fashioned gathers.

For effectiveness this is completed by a black-white jacket, the jacket proper fashioned of black

flannel and tailored with a little line of white evening meticulously around the facings of the fronts, the lower edge and the cuffs and a smart pocket treatment of white. A little black felt turban tops this tricky black-white sports outfit.

Eldridge Manning uses navy blue, white and an almost invisible red line in a "necktie" silk for the tennis ensemble at the lower right.

The skirt is of white crepe de chine, trimmed with a ban of the checkered silk. The tunic, jacket and the scarf that becomes a head-band are of the checkered silk.

BBROWN, yellow and white make the effective Bergdorf-Goodman golfing outfit shown at the right centre. A modernistic striped silk, on the diagonal, is used to fashion the accordion-pleated skirt that is topped by an angora sweater in white, banded in yellow around the sleeves and in yellow and brown around the bottom. The scarf is like the skirt. Sports socks repeat the colours, beige white angora edged in brown and yellow decorations.

No bride could go wrong in choosing the smart cherry red ballbunt straw hat, from Frances Clyde, shown at the left centre. By tucks in the ballbunt, the front brim is shortened somewhat, yet still left flaring enough to protect the eyes from the sun. Several rows of narrow ribbon in three shades of red from light pink through to cherry, band the hat and make a wide, flat bow across the back of the brim.

NOTHING could be lovelier than the Lucien Lelong evening gown in the centre of the page. It is of the palest of grey chiffon and lace edged in shimmering opalescent beads. The lace fashions the bodice and the major portion of the skirt and its floral pattern is outlined in shimmering beads.

Chiffon fashions the yoke and the circular flounce and from each side—and the arm, at the waist, hip and knee length—the most unusual flaring tassels of chiffon away gracefully.

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Hongkong Telegraph.

Pictorial Supplement

February 23rd, 1929.

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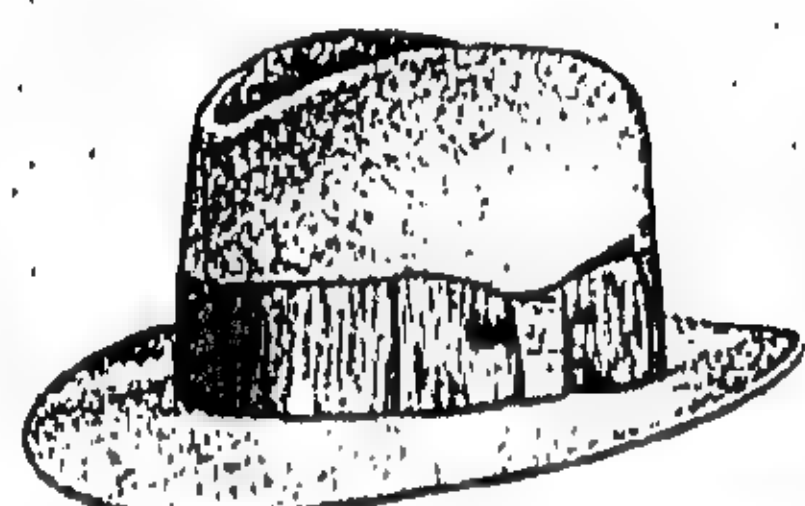
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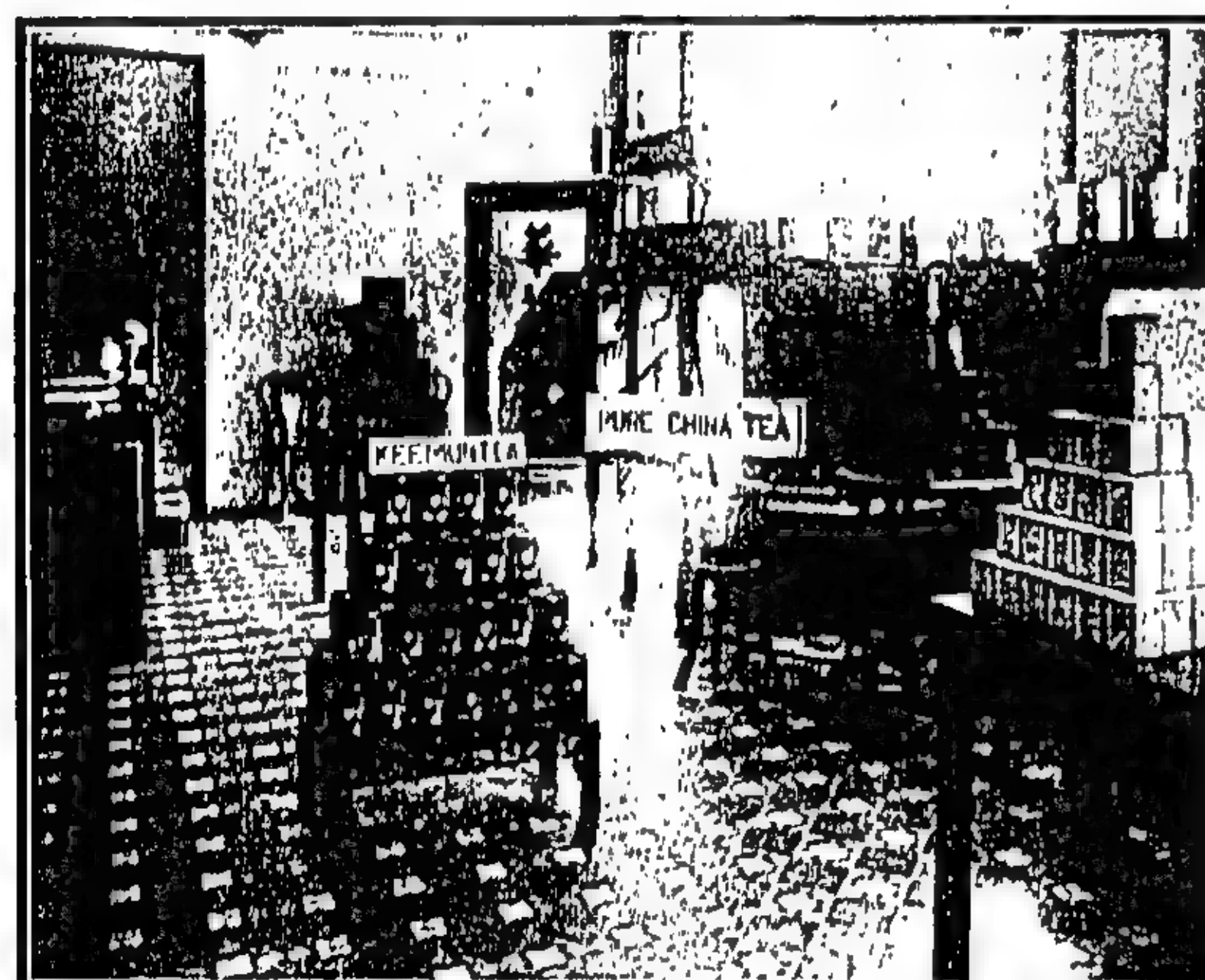
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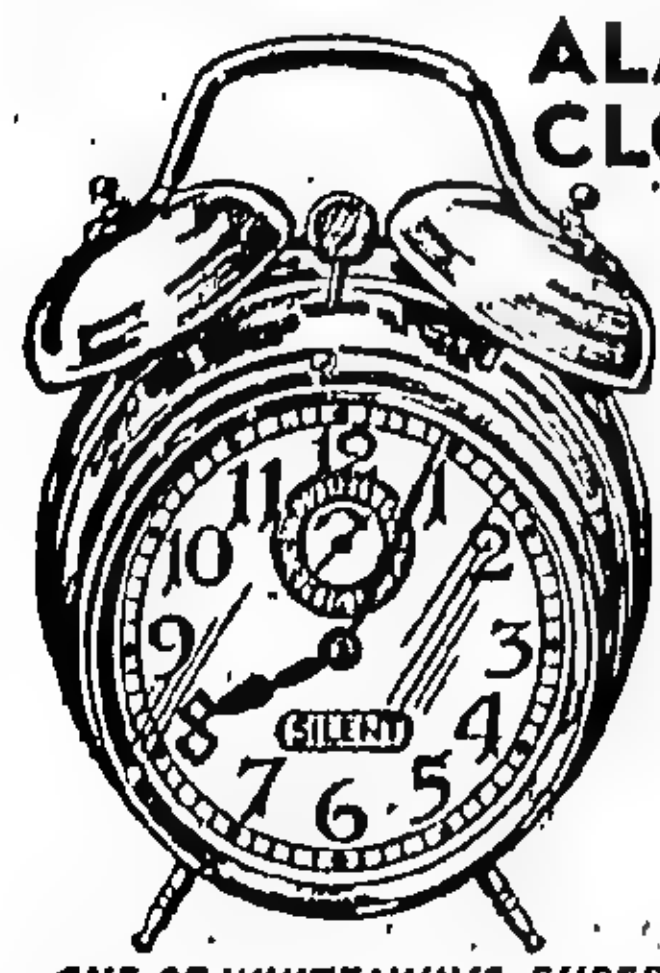


The above picture shows a corner of our
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STANDARD VALUE IN CLOCKS.

THE IMPROVED
WAKE-UP
DOUBLE-BELL
ALARM
CLOCK



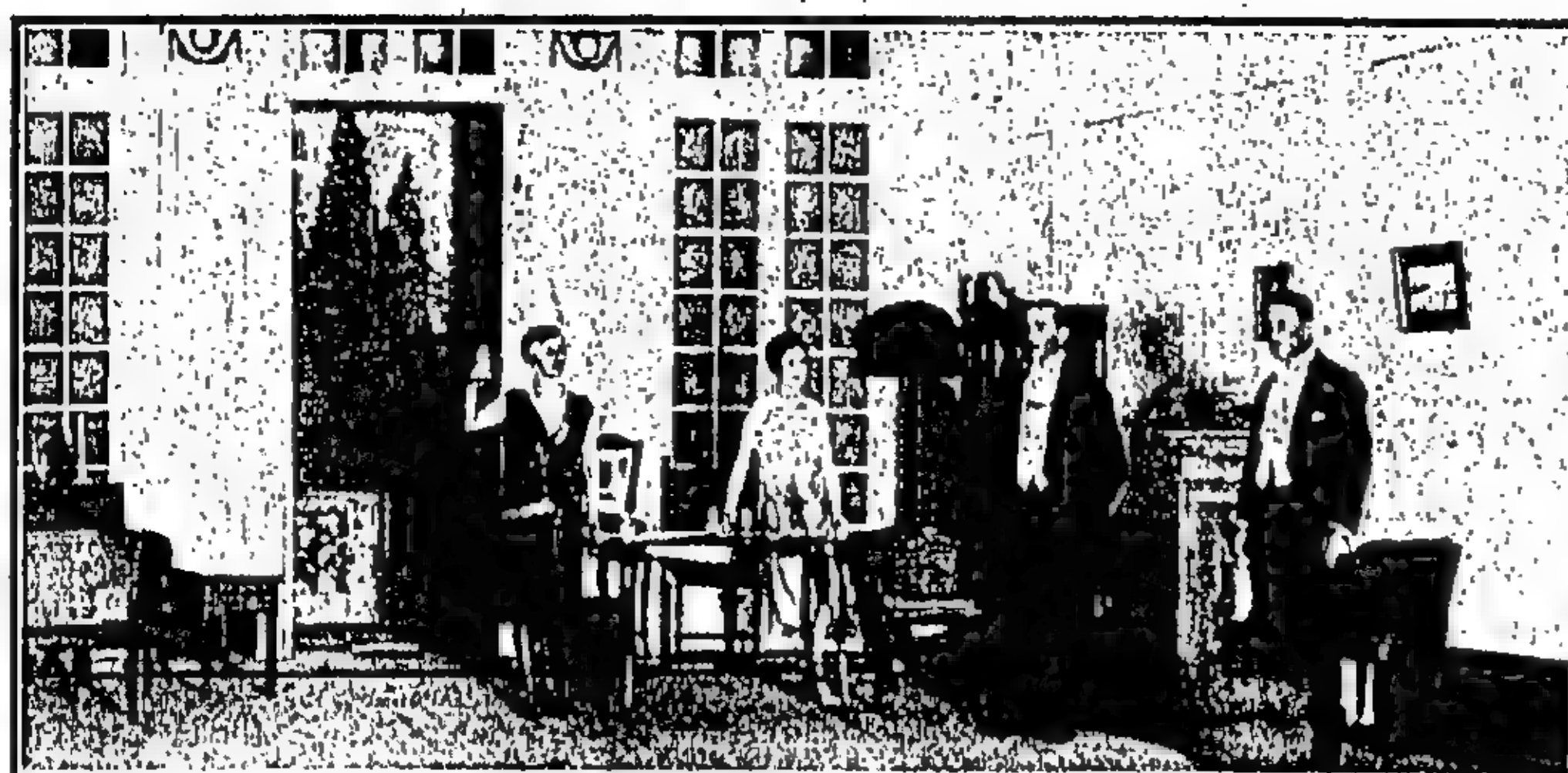
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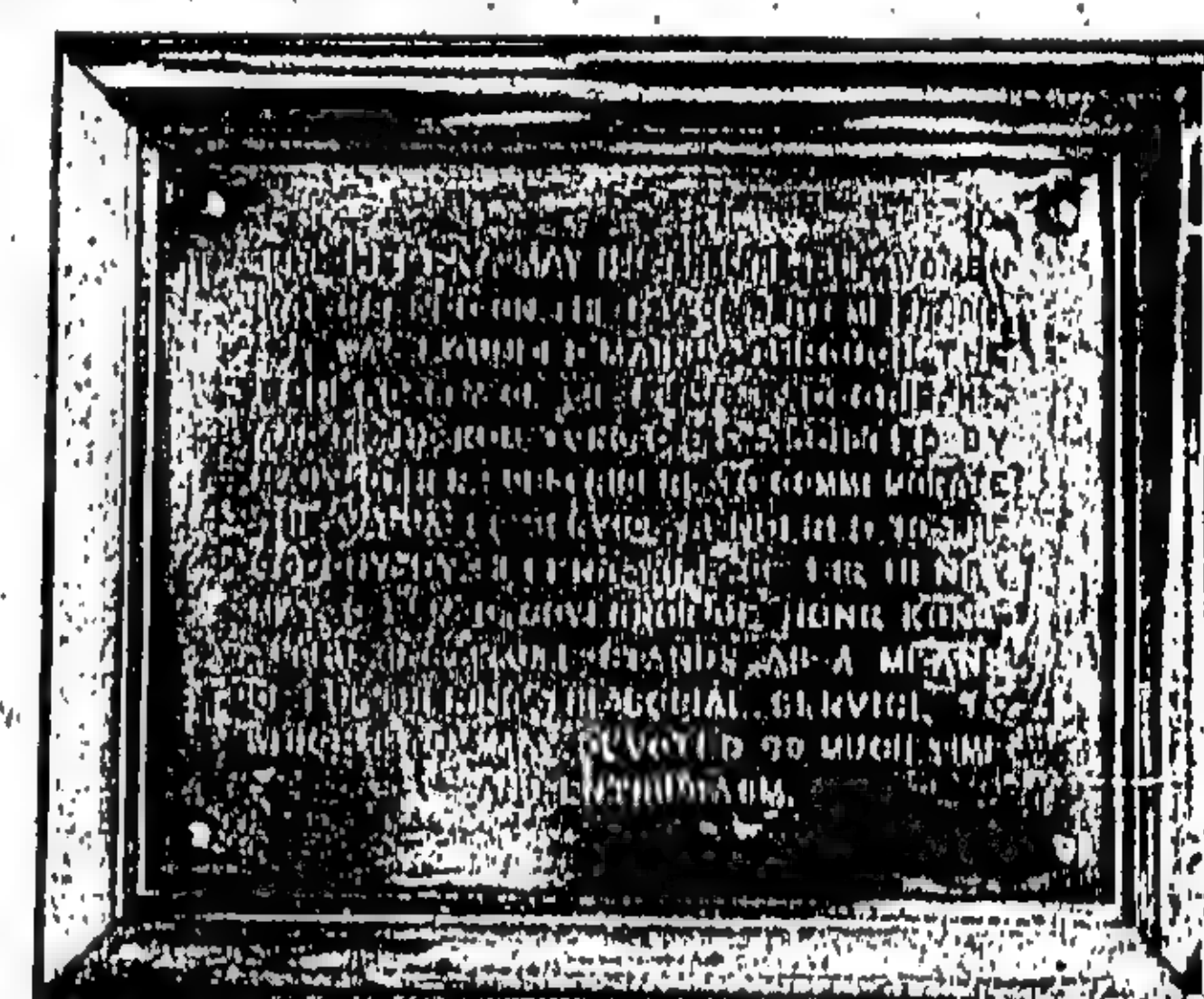
Hearty congratulations have been extended this week to the A.D.C. for its excellent production of "On Approval." Our photograph shows the four characters in the cast. (Photo: Ming Yuen).



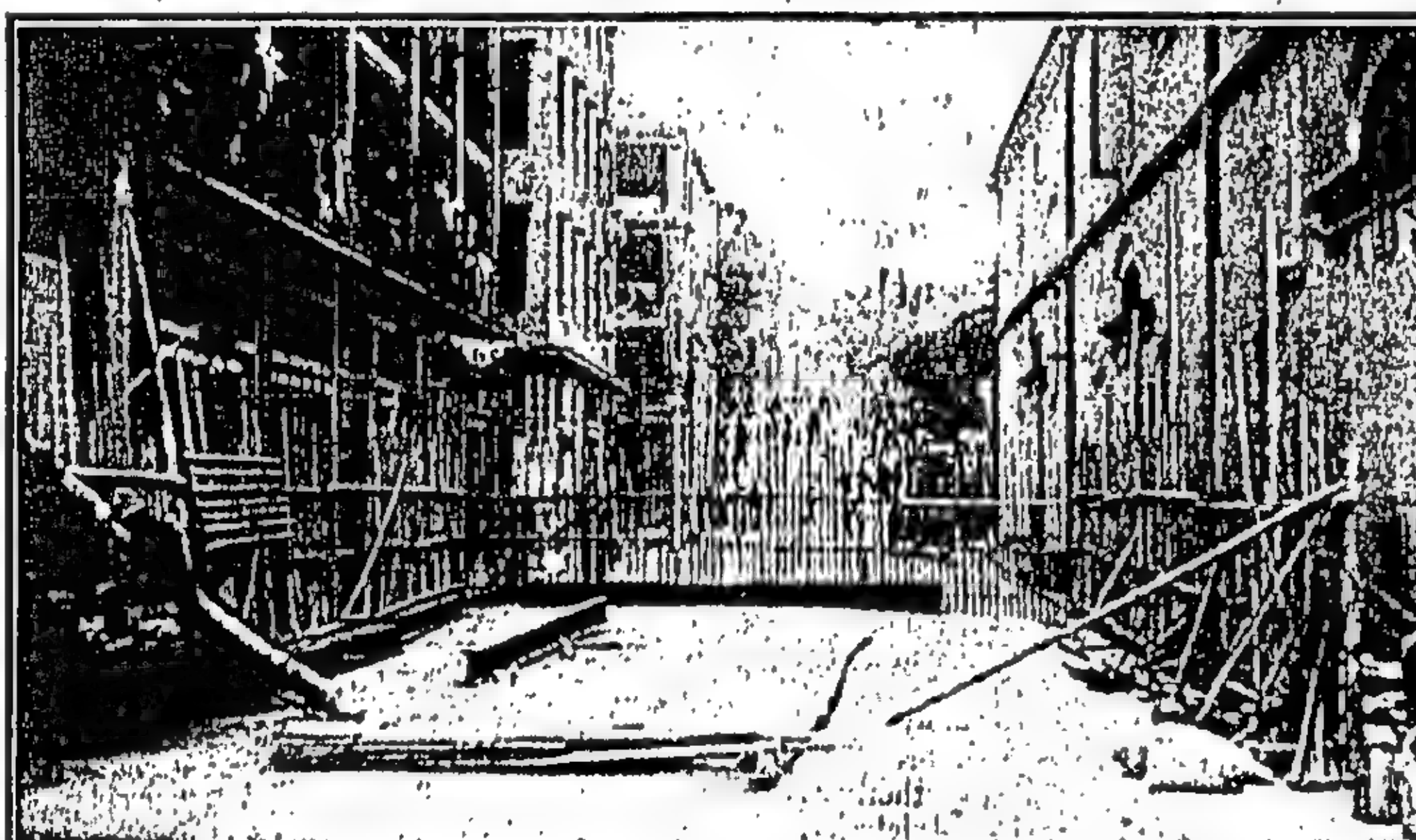
The above photograph was taken during the official visit of Vice-Admiral A. K. Walsell to Canton. In the front row are, left to right: Flag Lieut. D. P. Evans, Paymaster Captain L. C. E. Ayre, Mr. Chu Chao-hsin, Gen. Cheung, Vice-Admiral Walsell, Mr. Chan Ming-shu (Governor), Mr. J. F. Brennan (H.B.M. Consul General), Mayor Lam Man-koi and Mr. Leung Chik-wai.



The annual cricket match, Navy v. Army, was played on the ground of the Hongkong Cricket Club on Monday and Tuesday. The Army won by one wicket after a most exciting finish. (Photo: Mee Cheung).



The above plate was unveiled at the Helena May Institute on Monday, by Mr. Ho Kom-tong, one of the joint founders. (Photo: Mee Cheung).



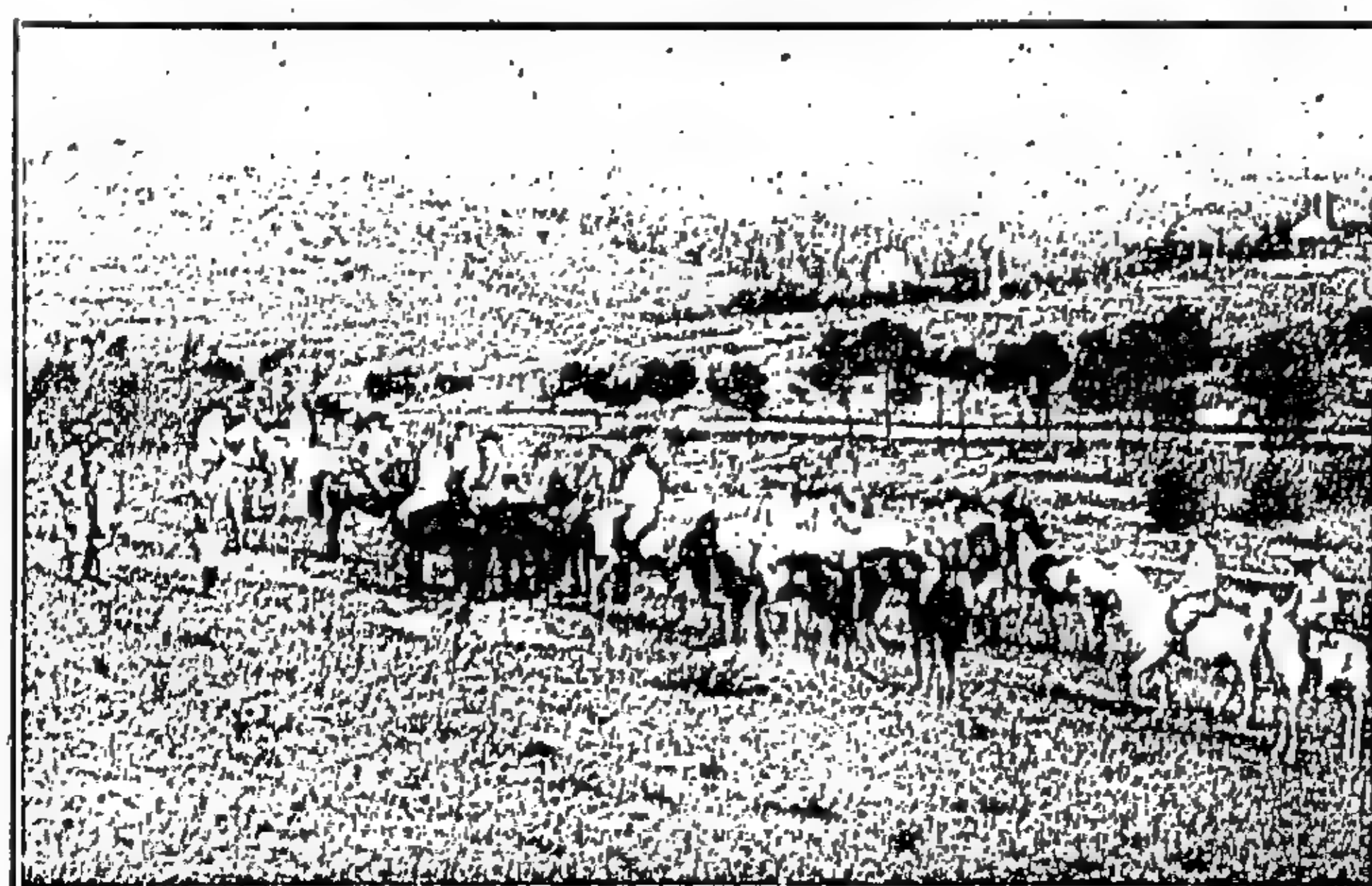
Beginning construction on a water tank in Western Street—made necessary by the water famine. (Photo: Mee Cheung).



The team of the Hongkong Hockey Club, which is competing in the Sim Shield matches this year. (Photo: A Leung).



Bridal party photographed after the wedding of Mr. A. E. Coates and Miss Gladys H. M. de Souza, which took place at St. Margaret's Church, Broadwood Road recently. (Photo: Mee Cheung).



The above photograph shows competitors assembled for the start of the Interport Paper Hunt held during the China New Year holidays at Canton.



Scene at the finish of the Interport Paper Hunt held recently at Canton. After a hard race over a course of about eight miles, the event was won by Lieut. Mattingley, of Hongkong.

HONGKONG BANK MEETING.

FAR EAST OUTLOOK ANALYSED.

CONTINUANCE OF IRREGULAR TAXES REGRETTED.

HONGKONG POSITION.

Presiding at the shareholders' meeting of the Hongkong and Shanghai Banking Corporation, held at the City Hall, to-day, Mr. A. H. Compton gave a lengthy review of the financial and commercial outlook in the East, in the course of which he remarked that the trade improvement in Hongkong during the past year had been on a very restricted scale. He also spoke of irregular taxation in China, and especially of the reckless and arbitrary imposition of local taxes. Tributes were, however, paid to the advance made by the Nationalists in unifying the country.

Supporting Mr. Compton were: Messrs. N. S. Brown (Deputy Chairman), D. B. P. Bell, W. H. Bell, B. Lander Lewis, C. G. S. Mackie, W. R. L. Patterson, J. A. Plummer, T. G. Weill, H. P. White, (Court of Directors); Hon. Mr. W. E. L. Sheaton, Hon. Mr. J. Owen Hughes, Dr. R. A. Castro Basco, Messrs. H. Kom-tong, J. F. Wright, J. E. Joseph, Chao-ching, Wang Sang-un, J. Tinsin, D. A. Kennedy, G. G. N. Tinsin, V. Stevenson, J. S. McEachran, R. A. Dastur, P. K. Kewat, Manuk, A. B. Raworth, K. Stewart-Smith, P. Cheung-wai, B. L. Seton-Winton, E. S. Abraham, Chan Lim-pak, J. M. Fleming, S. Hill, E. Thomas, J. Dixon, M. Chura, H. Dixon, Chua Song-chu, J. B. Montagna, P. S. Cassidy, C. I. Cooker, R. A. Green, W. E. Van Eps, J. M. Castro Basco, V. M. Graybill, J. H. B. Hancock, K. S. Morrison, J. H. Taggart, E. L. Sim, T. E. Pearce, D. J. Lewis, C. E. Towns, Ho Wing, G. Mancini, Chai Wing-kau, E. H. Summers, W. S. Bailey, E. D. Rymond, A. Stevenson, J. M. Kinnaid, S. Gubiny, H. R. Sturt, E. W. Stapleton, D. H. Cooper and O. I. Ellis.

Chairman's Speech.

Addressing the shareholders, the Chairman said:—Gentlemen.—With your permission I shall, as usual, take the report and statement of accounts as read, as they have been in your hands for some time past.

The results of the year's working are, you will have noticed, somewhat less favourable than in recent times, the net profit of \$13,490,000, compared with \$14,230,288.14 for 1927. Our earnings are, I am glad to say, justified by the Board in recommending the same dividend and bonus as before, but you will observe that we have had to suspend our practice of making an annual addition to reserves.

That the banking year in the Far East should have proved less prosperous can cause no surprise when we consider the unpromising conditions in three of our fields of operations—the commercial depression in China, the legacy of civil wars and successive political upheavals, the unsettled economic situation in Japan, the causes of which I propose to analyse later, and in the case of the Straits and Malaya, a drastic curtailing of trade consequent on the fall in the price of rubber.

As I shall show presently, there is reasonable ground for looking to an improvement in each of these cases and I think that we may be fairly hopeful of meeting during the next twelve months that revival in the business of the Bank without which it will not be possible to assure to shareholders a continuation of a return on the high level which has been maintained for these several years past.

Including \$3,411,430.00 brought forward and after deducting the interim dividend of \$3 paid in August last (viz. \$480,000 at 2/0/8 = \$47,200, 133.68) and \$50,000 remuneration to Directors, the balance available for distribution is \$12,065,288.00. The allocation of this balance is recommended by the Directors, which I hope will meet with your approval, is as follows:—A final dividend of £3 per share with bonus of £2 per share (subject to deduction of Income Tax), absorbing \$7,917,625.77; transfer to Bank Premises Amount \$750,000; balance carried forward to the new account \$3,397,612.23.

The Balance Sheet.

The figures of the balance sheet do not require much comment. Money being easier in most of the principal centres of our activities, bills discounted, loans and credits have declined about \$10 million which is compensated by an increase in our cash and bullion in hand and in transit of about \$20.3/4 million.

The only other considerable difference is in our holding of securities which is lower by a great extent, accounted for by an increased holding of bills receivable which are some \$10 million higher and a reduction in current accounts of about \$11 million. I would mention that our investments stand in our books at well below current market prices,

Although the event falls actually within the current year and so is outside the period under review, I should like to refer to the opening on January 2nd of our Kowloon sub-agency. In establishing this new office on the mainland we are keeping in step with the rapid growth of the Colony in that district and are, I feel sure, providing the increasing body of residents with a much appreciated convenience. The sub-agency serves also to relieve the pressure of work which falls on our Head Office.

Silver Outlook.

Among the subjects dealt with by the Chairman at our annual meetings, the silver market holds an always important place inasmuch as, by its effect on the China exchange, the price of silver exercises a probably greater influence than any other single factor over the operations of foreign banks and commercial houses in the Far East.

During the past year the trend of the market has been quiet and steady with few very sharp movements in the price, ready prices ranging between 23.1/16d and 23.7/8d per ounce with an average price for the whole year of 23.4/2d compared with 23.1/2d in 1927.

An estimate of the total amount of the world's production of mined silver in 1928 is 12,500,000 standard ounces. This was supplemented by some 25 million ounces sold by the Government of India from their Currency Reserve and by over 30 million from the melting down of British, French and Belgian silver coins. The total addition to world stocks thus amounts to about 57.5 million standard ounces, against 50.6 million in the previous year.

On the consumption side, China handled no less than 141 million ounces as compared with 98 million in 1927 and this constitutes a record. India absorbed some 110 million ounces net. The aggregate up-take of the two great silver consuming countries can thus be placed at near 250 million, an increase of about 45 million over the preceding year. If the output of the mines had not been amply augmented from the special sources of supply which I have already mentioned, China's unusually large requirements could hardly have been met without a substantial advance in price.

Looking forward, the Chinese demand for silver, as likely to be the dominating factor in price, invites particular interest. The bulk of the silver taken by that country last year was minted into dollars and it remains to be seen whether the hoped-for recovery of trade resulting from more peaceful conditions will mean a sustained demand for these coins, the circulation of which among China's vast population has an enormous potential scope.

London Money Market.

The money markets of the world are dealt with so fully from time to time in the various financial papers that in reference to them here seems unnecessary, but it may be of interest to enumerate certain outstanding events of the year affecting the London Market, which holds its pride of place as the world's chief financial centre.

(1) The stabilization of the French Exchange at 124.21 in June last, a tribute to which was the large accumulation of foreign balances by the Bank of France and the importation of gold from America.

(2) Heavy borrowings of foreign capital by Germany and consequent importation of gold into that country.

(3) The high rates for call money in New York and advance in the New York Federal Reserve Bank rate from 3.1/2% in January to 5% in July.

(4) The final transfer of the currency note issue to the Bank of England, an operation completed our transitional stage from the war currency non-gold basis to the Gold Bullion Standard.

It is satisfactory to note that the endeavours towards the stabilization of world prices are being continued and that the central banks of Europe maintain their policy to this end.

Gold has now been universally adopted in Europe as the monetary standard, while in Japan, though the Government remains non-committal, public opinion appears to be favourable to its early adoption.

I will now briefly pass in review conditions of trade and finance throughout the Far East, beginning with China.

China and Hongkong.

The cessation of civil war brought, I need not say, great relief to the trading community in the country. This was largely discounted, however, by a disappointing lack of improvement in such essentials as taxation, transport and public security, not to mention the disturbing effects of a radical alteration of the Customs tariff. Taking the picture as a whole, nevertheless, the year marked a welcome return towards normal.

The consumption of British cotton piece goods has compared well with previous years and hopes are fixed on the co-operative scheme of the Lancashire manufacturers.

The trade in woollens appears to have felt the beneficial effects of the growing use of foreign-style clothing. For engineering products, Manchuria alone has afforded a fair demand and but a small figure in the market; good over the country, in this important branch of trade attaches, however, to the many schemes of railway improvement, not to mention the present rapid extension of roads for motor traffic and the projects of air transport.

Turning to the trade of this Colony, I need only say that the year's experience justifies the unstrained optimism of my predecessor's remarks. There has been improvement but on a very restricted scale, showing that the damage of many years of civil war and chaos had sunk too deep to be quickly repaired on the return of peace. Excessive taxation in China further impedes recovery, so much so at Swatow that it has practically closed the port as a distributing centre.

Hongkong itself is suffering from the diversion of the trade to direct channels. The Canton sales of silk have been fairly satisfactory with low prices but a good demand, while the export of wood-oil has reacted somewhat from the artificial stimulus which it derived in the previous year from the stoppage of Yangtze shipping.

On the Yangtze.

On the Yangtze itself the export trade, which in 1927 was brought almost to a standstill by war, landlocked and taxation, made a partial recovery in the absence of civil fighting but continues to struggle with heavy odds. While river navigation—thanks partly to naval guards—has been less interfered with by piracy, the movement of goods has been increasingly impeded by means of local taxation, exactions being continually applied by the various regional authorities without method or warning, to the great dislocation of trade.

Trade on the Upper River has been fitful and somewhat precarious owing to cases of local interference and to the disturbed political condition of the province of Szechuen, which still virtually maintains its traditional independence of the rest of China.

In the North, business has had further obstacles to contend with, firstly the dearth of railway transport, and secondly, the crippling charges imposed on railway traffic by the military authorities controlling the line. Since the middle of the year, through traffic has been suspended both on the Tientsin-Pukow and Tientsin-Mukden lines, on the former by reason of the blowing-up of the Yellow River bridge and subsequent misunderstandings between the Chinese and Japanese authorities; on Mukden and Nanjing, on the latter account of the failure of the working arrangement. The port of Tientsin has also been cruelly handicapped by the silting up of its waterway—a state of affairs which, I trust, being seriously taken in hand.

Manchuria has given proof of slow but steady development, commercial and economic, and seems to be coming nearer to restoring the disordered state of her currency which has been for several years past the chief bar to prosperity.

The 1928 returns of the Chinese Maritime Customs show a total of Haikwan Taels 82,332,000—a rise of 13.4/2 million over the previous year. Though the increase is satisfactory, the figures have little real value as a criterion of progress since the year is almost entirely referable to the last few months when goods were being hurried into the country in anticipation of the new Customs rates which came into force on the 1st of this month.

In India, the record of 1928 was not unlike that of the previous year, good monsoon coinciding with rather disappointing trade results. Imports were dull, especially Manchurian piece goods which continue to suffer from the popularity of Japanese manufactures. There was a large and good cotton crop, but the price of raw cotton fluctuated widely owing to speculation, while a strike of mill operatives lasting for six months seriously affected the situation. The jute crop was smaller but sold at a better price, and gunny shipments were well up to the 1927 figure. Exchanges followed a normal course and a favourable trade balance at the end of the year encourages a hopeful outlook.

Japan's Position.

Japan, on the contrary, has had to face an accentuated adverse trade balance, exports having declined by 20 million yen against an increase of 15 million yen in imports. This result must be attributed mainly to two causes; fluctuations in the exchange value of the yen, and the boycott of Japanese goods in China and in other markets controlled by Chinese traders. Trade development is hampered also by an unduly high retail price level, the index figure being no less than 20 points above that ruling in the United Kingdom and the United States of America. Fortunately the country as a whole enjoyed an excellent rice crop and a sustained market for its output of raw silk.

The financial crisis of 1927 has been repaired to the point where only seven of the thirty banks involved now remain closed and we may fairly look for more prosperous developments if the country is freed from the retarding effects of the boycott by Chinese on the one hand, and on the other, of the uncertainty caused by the lack of a fixed policy in dealing with the foreign exchange problem.

Philippines and Straits.

The Philippine Islands suffered from a drop in the prices for their principal articles of export, especially sugar, though, in view of the general overproduction of this latter commodity they were fortunate in being able to market a crop of half a million tons in the U.S.A. at a reasonable profit. Taking trade as a whole the year was somewhat less favourable than its predecessor.

As regards the Straits Settlements and Malaya, I need not refer to the vicissitudes which have befallen the rubber industry during the year with such serious effect upon the economic situation in general. The drop in rubber prices and a fall in tin in the early part of the year curtailed purchasing power and import and export figures show a sensation of falling away from the returns of the previous years. There is comfort to be found in the expectation that the readjustments which are now taking place in both of the major industries will leave them in the end on a more stable footing, to the ultimate benefit of all the interests concerned.

The political situation in China shows a marked improvement and although experience warns us against a too facile optimism, the outlook as a whole may be considered more promising than for a long time past, being there-

good reason to hope that the victory of the Nationalists means the end of the dismal cycle of inter-party warfare from which the country has suffered for more than a decade.

Nationalist Advance.

At the annual meeting three years ago your Chairman, after alluding to the bitter and undesired attacks which the British in China had suffered at Nationalist hands during the previous months, finished by expressing the belief that for all its obvious faults the Nationalist movement held the seeds of regeneration and would, patriotically led, prove the means of delivering China from her great curse of militarism. Though it is early to speak with confidence of the fulfilment of this hope, we gladly recognize the promising advance which the Nationalist Party have made in banishing civil war, setting up a national government and restoring, nominally at least, the reign of civil law.

Let me summarize in a few words the steps which have led up to the present situation. Five years ago—shortly before the death of their founder, Dr. Sun Yat Sen—the Nationalist Party launched their programme for the re-creation of China from a national government and a national army, the "New Nationalism." The first or "military" stage, which began with the advance from Canton in 1926, ended in June last when the Nationalist armies entered Peking. We are now seeing the development of the second stage, the so-called Political Tutelage of the country under the Kuomintang. A constitution based on the principle of placing the whole governing power in the hands of the Party, was promulgated on October 4th and a new Government was created, shaped on committee lines and including in it the leading military chiefs who had combined against Chang Tiao-li and the northern confederation. A national congress of the Kuomintang has been summoned to meet next month to determine future policy.

Manchuria under Marshal Chang Hsueh-liang, who succeeded his father Marshal Chang Tiao-li after the tragic death of the latter by the blowing up of his train on the retreat from Peking, has hoisted the Nationalist flag, still for all practical purposes, it still retains administrative and financial independence.

A Unified Nation.

Thus, by the adherence to the Nationalist cause, of all the regional military commanders, China is enabled to present before the world as a unified nation. After political unification the pressing need was for economic and financial reconstruction. A promising start was made by the holding of conferences in July, at which the opinions of leading business men were freely and boldly voiced, existing financial and industrial problems were discussed, and proposals made for remedial changes of policy. These, as contained in a programme put out by the Ministry of Finance, included the following:—Redemption of currency, and provincial revenues; the adoption of a budget; revision of the Customs tariff with abolition of likin; debasement of troops; rehabilitation of the railways, the regulation of taxes, and finally, the re-organization of the system which the Government had adopted for improving the state of the country. As I have hinted already, an independent military commander—clinging to control of the shows of war in his district is an insuperable obstacle to national reorganization so that real reform depends on the centralization of military control coupled with reduction of the armies. We may welcome the attempt made to grapple with this problem by the Disbandment Conference held at Nanjing last month.

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Customs and Salt Gabelle. Of the so-called foreign-controlled services, I have to record, with regret, the resignation of Mr. Edwards, Officiating Inspector General of Customs, since the retirement of Sir Francis Aglen two years ago. He is succeeded by Mr. Mazi, for the success of whose administration we tender our best wishes.

In the case of the Salt Gabelle, the National Government have repudiated many of the major provisions of the 1913 Reorganization Loan Agreement and substituted new regulations, drawn up without reference to the signatory banks, rigorously curtailing the joint supervisory powers of the Chinese and foreign Chief Inspectors.

It is gravely damaging to the new Government's reputation for good faith that they should hold themselves free to alter contracts by their own arbitrary decision even when, as in this case, the rights involved had been made almost a dead letter by the action of the authorities of a previous regime. The Minister of Finance

is in present circumstances inevitable, but what they have bitterly to complain of is the reckless and arbitrary imposition of local taxes, which are continually varied and changed. The effect is as prejudicial to the merchants, the salt tax, while the country as a whole suffers incalculable loss from the holding-up of trade.

Railway Problem. The rehabilitation of the railways is among the most pressing needs of the country. Unhappily it is blocked by continued military interference in the form of retention of rolling-stock and the "milking" of revenue, in regard to which conditions are particularly bad on the three northern railways, the Peking-Mukden, Peking-Suiyuan, and Peking-Hankow lines. The new Ministry of Railways is energetically combating this incubus by means of publicity and all other means at its disposal. The root of the evil lies, however, in the existence of the regional armies for whose payment and support the individual military leaders are forced to indent on revenue procurable from the railways by sequestrating the earnings and by refusing to merchants the use of wagons except against heavy payments.

Until military expenditure comes under the control of Nanking in accordance with the Government programme, we cannot hope to see the railways freed from present conditions of inefficiency and earning capacity. Once they are freed, however, from outside interference and their revenues made available for the purpose of their own improvement, recovery should be rapid. The outstanding railway debts could then easily be provided for and the Government would be free to appeal with confidence for the financial assistance required to recondition and extend the lines.

Already the Shanghai-Nanking and Shanghai-Hangchow railways, which are under the more immediate control of the new Ministry at Nanking and on which an effective measure of foreign expert supervision is still maintained, have made a substantial improvement and have cleared off their arrears of loan service.

The Military Incubus. Consideration of the railway situation brings me to the question of the armed forces, the existence of which at their present strength of over 1,1/2 million is the fundamental hindrance to progress. And lies at the base of the reconstruction problem. China, of having to support these unproductive legions, the militaristic system which they represent, while it hinders, block all industrial schemes for improving the state of the country. As I have hinted already, an independent military commander—clinging to control of the shows of war in his district is an insuperable obstacle to national reorganization so that real reform depends on the centralization of military control coupled with reduction of the armies. We may welcome the attempt made to grapple with this problem by the Disbandment Conference held at Nanjing last month.

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MORRIS Cars

HONG KONG DELIVERED PRICES.

MORRIS MINOR

R.A.C. Horse-Power Rating 8.1

Brake Horse-Power 29 at 3200 Revolutions.

Piston Displacement 116.5 Cubic Inch. Wheel-Base 58 Inches.

Speed 60 M.P.H.

Model	Net Weight	P.O.D. Price	Factory Extras	Packing Shipping Delivery	Hongkong Price
Tourer	4-pass. 1,200 lbs.	\$125	\$3	\$17	\$145
Saloon	4-pass. 1,450 lbs.	135	8	32	175

Hongkong Price includes Triplex Glass, Spare Wire Wheel, Tire and Tube, Bumpers and Extra Hand Horn.

MORRIS-COWLEY (48" Track)

R.A.C. Horse-Power Rating 11.9

Brake Horse-Power 25 at 3200 Revolutions.

Piston Displacement 242.56 Cubic Inch. Wheel-Base 106 Inches.

Speed 55 M.P.H.

Roadster	4-pass. 1,985 lbs.	\$160	\$3	\$27	\$190
Tourer	4-pass. 2,010 lbs.	175	5	30	210
Light Van	8.cwt. 2,015 lbs.	175	3	32	210
Traveller's Car	2-pass. 2,085 lbs.	180	5	30	215
Coupe	4-pass. 2,040 lbs.	180	7	38	225
Saloon	4-pass. 2,180 lbs.	190	10	40	240
Fabric Saloon	4-pass. 2,035 lbs.	190	10	40	240

Hongkong Price includes Triplex Glass, Spare Wire Wheel, Tire and Tube, Bumpers and Extra Hand Horn.

MORRIS-COWLEY (56" Track)

R.A.C. Horse-Power Rating 13.9

Brake Horse-Power 28 at 3200 Revolutions.

Piston Displacement 282 Cubic Inch. Wheel-Base 106 Inches.

Speed 60 M.P.H.

Tourer	5-pass. 2,320 lbs.	\$185	\$5	\$35	\$225
Saloon	5-pass. 2,440 lbs.	205	10	45	260

Hongkong Price includes Triplex Glass, Spare Wire Wheel, Tire and Tube, Bumpers and Extra Hand Horn.

MORRIS-OXFORD 14/28

R.A.C. Horse-Power Rating 13.9

Brake Horse-Power 28 at 3200 Revolutions.

Piston Displacement 282 Cubic Inch. Wheel-Base 106 1/2 Inches.

Speed 65 M.P.H.

Roadster	4-pass. 2,210 lbs.	\$200	\$7	\$33	\$240
Tourer	5-pass. 2,390 lbs.	215	7	38	255
Coupe	4-pass. 2,430 lbs.	225	20	45	290
Saloon	5-pass. 2,530 lbs.	240	25	45	310
Saloon de Luxe	5-pass. 2,635 lbs.	265	25	45	335
Fabric Saloon	5-pass. 2,410 lbs.	255	15	45	315
Traveller's Brougham	5-pass. 2,685 lbs.	260	10	45	305

Hongkong Price includes Triplex Glass, Leather Upholstery, Spare Wire Wheel, Tire and Tube, Bumpers, Extra Hand Horn.

MORRIS-OXFORD 16/40

R.A.C. Horse-Power Rating 15.9

Brake Horse-Power 30 at 3200 Revolutions.

Piston Displacement 303.27 Cubic Inch. Wheel-Base 114 Inches.

Speed 60 M.P.H.

Tourer	5-pass. 3,050 lbs.	\$295	\$7	\$43	\$345
Saloon	5-pass. 3,190 lbs.	310	15	55	380
Fabric Saloon	5-pass. 3,065 lbs.	320	10	55	385

Hongkong Price includes Triplex Glass, Leather Upholstery, Spare Wire Wheel, Tire and Tube, Bumpers, Extra Hand Horn.

MORRIS SIX

R.A.C. Horse-Power Rating 17.9

Brake Horse-Power 40 at 3200 Revolutions.

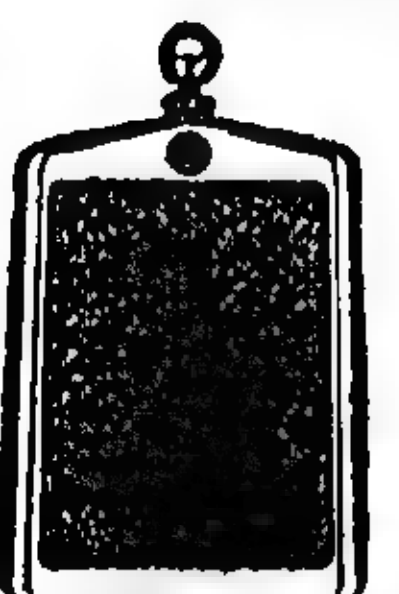
Piston Displacement 386.83 Cubic Inch. Wheel-Base 117 Inches.

Speed 65 M.P.H.

Tourer	5-pass. 3,150 lbs.	\$345	\$10	\$45	\$400
Coupe	4-pass. 3,215 lbs.	365	15	60	435
Saloon	5-pass. 3,280 lbs.	375	20	60	465

Hongkong Price includes Triplex Glass, Leather Upholstery, Spare Wire Wheel, Tire and Tube, Bumpers, Extra Hand Horn.

Equipment and Price subject to change without notice.



BEFORE YOU PURCHASE ANY CAR, INVESTIGATE THE DEALERS' SERVICE AND INSPECT STOCKS OF PARTS. CARRIED—COMPARE MORRIS VALUES AND ASK US FOR A DEMONSTRATION.

THE HONG KONG HOTEL GARAGE
25 Queen's Road Central. Tel. Central 4759.

A CHASSIS COSTING £18,000.

Some Details of the New Car with which Major Segrave will Attempt to Regain Speed Record for Britain.

IRVING SPECIAL OR THE "GOLDEN ARROW."

There is the whole story of Adventure underlying the fact that a group of sportsmen has made it possible for England to construct some £18,000 worth of motor car to journey half across the world for some 30 seconds' furious action on the long stretch of beach at Daytona, in Florida writes the "Autocar." Surely this is Romance in its highest form. The giant car, if it be successful, has in effect a useful life of just those few seconds; all to attain the one great end of regaining for this country the prestige of holding the coveted world's record for speed on land.

And this is no light task, since the present record held by the White Special, driven by Ray Keesch for America, stands at 207.65 m.p.h. over a mile, this being the average of two runs in opposite directions. To build a car capable of such a feat is in itself a gigantic task. The man responsible is dealing with the unknown, the car has to travel faster than any car before. With the exception of one or two trials spins the machine cannot be tested beforehand, though a thorough tryout would seem essential, since no one knows how this gigantic "projectile" will hold the sand, or whether it will be even possible to handle it at its designed speed of somewhere near 250 m.p.h. If ever there was a gamble, and a really fine gamble, this is one, and it goes without saying that the driver must have high courage and exceptional skill.

A Twelve Cylinder Engine. For the moment all commercial consideration is set aside. There may, indeed there certainly will, be something learned if the car proves successful, but that is a minor point. What counts above all else is the sporting spirit underlying the attempt, a spirit which came into being when, in 1898, the Jantaud and Jenatton electric cars first fought their great battle for the honour of recording the highest speed ever credited to a car.

The new machine bears the name of the Irving Special, and the nickname, or rather pet name, of the Golden Arrow. It is one of the finest and fastest-looking cars that has ever been built. From beginning to end the whole has been laid out by Captain J. S. Irving, and only those who know what that implies can appreciate fully the work he has accomplished. The engine is a 12-cylinder broad-arrow type Napier Lion, with a bore and stroke of 6 1/4 x 5 1/2 in., that is, a power unit with a single crank case and a single crankshaft, but having three blocks of cylinders, one upright in the centre, the other two forming a V relative to each other on either side of the central block. The connecting rod bearings are plain, and three of them are on the same crank pin, the camshaft and valves are on top of the head, the camshaft cover being shaped to conform with the streamlined shape of the body. Extraordinary as it appears, the compression ratio is 12 to 1, which explains why the engine can only be run fast and on special fuel.

Care in Engine Mounting. A group of Claudel-Hobson carburetors supplies the mixture without a supercharger, the air intakes being cunningly set in the body so as to receive the full blast of the external air while the car is running, and the exhaust pipes are just sufficiently long also to protrude through the body. Oil is carried in two tanks, one between the flanges of each frame side member taking the place of the sump.

The engine has to be mounted with the greatest care, provision being made against the torque reaction due to something like 920 h.p. Round the engine the car as a whole is built, the body conforming to the shape set by the groups of cylinders. Just behind the power unit are the B.T.H. magnetos, and then a Ferodolined multi-plate clutch controlled, not by the driver through the pedal unaided, but through that type of Dandwandre vacuum servo motor which is usually applied to brake gear. Astern of the clutch comes a three-speed gear box, unusual because it drives not the propeller-shaft but a train of spur gears.

Balanced Shaft Running. The master gear is fixed to the driven shaft, another gear meshing with it drives one propeller-shaft, and the other propeller-shaft is driven through an intermediate gear, so that the shafts run in opposite directions and, as it were, balance each other. Each shaft is an enormous tube, and has two Hardy-Spicer universal joints, and each drives a bevel and crown wheel, both crown wheels being on the main rear axle, of which the half-elliptic springs, or rather, four quarter-elliptics, are heavily damped by specially designed Hartford shock absorbers of huge size. The front axle is also on half-elliptics,

free to slide at each end, the axle being located by two steel radius rods from a tube between the dumb irons. This axle also has enormous shock absorbers.

Four degrees of caster angle are intended to give the car a sense of direction, while to damp the steering gear there is at the bottom of each pivot a big fibre pad carrying the whole weight of the machine in front. Each stub axle has a steering arm, a fore and aft rod running from these arms on each side of the car to a swinging link connected to another rod travelling inside the body to a drop arm. The steering gear is arranged so that the steering wheel shaft turns a bevel gear, while a shaft on the bevel gear has at each end a specially constructed Marles gear attached to a drop arm. Thus each front wheel is controlled independently, the steering ratio at present being such as to require three turns of the wheel from lock to lock.

Seating Difficulty. The brake pedal operates, through another Dandwandre vacuum servo motor, eight fabric-lined shoes in the four wheel drums. Incidentally, one of the most difficult tasks encountered by the designer was to find room for the driver, since Major H. O. D. Segrave is somewhat wider across the shoulders than are many men, and quite considerable "length." The seat is placed between the two propeller-shafts close to the rear axle, and the streamline body curves close to the driver's shoulders on either side.

In a way, the body is the most interesting part of the car, as there are three separate streamline forms connected by a plane. The centre streamline casing is the body proper, made up of a sharp nose developing into a tri-foil section to match the cylinder blocks of the engine, then gradually merging into a thin streamline body tapering away to a long sharp tail, with a big rudder-like fin at its extremity. From the sides of this body project a horizontal streamline plane rather resembling a very wide but extremely short aeroplane wing, the rear portion of the plane being tilted at an angle so that the pressure of the wind when the car is travelling assists to hold the machine on the ground.

Then, on either side, the wheels are running in what amounts to a separate streamline body, a nose, then the exposed wheel, then a long casing, the other exposed wheel and a tail completing the whole on each side. Along these casings run the Gloster aircraft radiators, which are not made up of pipes but are extremely thin corrugated tanks, the corrugations being so deep as to give the effect of a series of horizontal parallel pipes. Within the body, behind the engine, is a water tank.

Cooling. Provision has also been made for what is called eutectic cooling, though this will not be used unless absolutely necessary. This form of cooling consists of a series of small metal chambers filled with a chemical substance causing intense cold. The metal chambers are placed in a tank and the water is circulated past them on its way from the engine back to the cylinder jackets. If used, the tank will be placed in the nose of the car. It will be arranged that two special thermostats put the special tank in circuit if the engine becomes unduly hot.

The driver, sitting in the centre section, is protected by a very small windscreen raked backwards at a sharp angle, and his line of sight lies along a black line painted on the top of the body and extending to what amounts to a foresight in front. In addition, an enlarged version of the Aldis ring flashlight may be used, in the hope that it will give the driver, subconsciously as it were, a better sense of direction at very high speed.

It must be remembered that on these record attempts the difficulty is to mark the course so plainly that no mistake can be made. Even if masts were used for the purpose, with a white banner stretched between them high up, the masts being 100ft. or so apart, the space separating them, through which the car must pass, would look impossibly narrow to the driver at a distance. Yet it is absolutely essential that the car passes over the timing wires.

The Cockpit. Since the blast of air through the bonnet would make it quite impossible for the driver to see, and might carry stinging particles of sand into his face, the forward end of the cockpit is closed by a stout bulkhead, and every control or pedal which works in a hole or slot in this bulkhead is provided with a leather gland, making the cockpit, as it were, airtight. Air does not pass the engine, by the way, as it does on a normal car, because the

radiator is not in front and there is no opening in the body, but such air as finds its way in can escape through numerous louvers cut all along the underpan. The bulkhead also serves as a definite protection in case of fire. Similarly, the tail has a forward bulkhead, so that it cannot fill with air while the car is running.

Since starting the engine is a considerable problem, for it would be difficult to push the car in gear, partly because the vacuum servo motor for the clutch is inoperative when the engine is not running, and partly because the car weighs over three tons, the engine is started by forcing fuel into the cylinders, and when these have been filled exploding the gas with a spark from a hand magnet.

Practically everything depends upon the tyres, which have been manufactured with special care by Dunlop, who are also responsible for the wheel. The tyres have extraordinarily little tread, and are, in theory, supposed to possess a life of 15 seconds. These tyres have been tested at over 2,000 r.p.m., to make sure that they will not burst under the stress of centrifugal force. It goes without saying that the tyres, wheels, propeller-shafts, gear box shaft, and everything running at high speed has to be balanced splaining, the ordinary method of putting a wheel, for example, on knife edges, or on a special hub and balancing it with lead weights statically, not being sufficient.

The body, which was constructed by Thrupp and Maberly, has an armoured, or boiler plate, "centre section" as some protection for the driver. Part of the body and a great deal of the other work was carried out with the utmost enthusiasm by the John Thompson Motor Pressings Company, of Bilton, the whole car being assembled, and most of the machining work being done, by the Robinson Engineering Works, Ltd.

In the attempt every enthusiast in the country will wish Segrave and the car the very best of luck, for it is safe to say that no record has ever attracted such world-wide interest as this, and Segrave was the first man to raise the record figures to 200 m.p.h. To those who, out of sheer sportmanship and with no hope of return, provided the money for the car, and to those manufacturers who assisted willingly in its construction, the thanks of all sportsmen are due.

A Fascinating Job.

From the driver's point of view the possibilities of handling a car for this record are fascinating, as always in some new and exciting feat. It is true to say that a vast amount depends upon the man, but it is equally true that a vast amount depends upon the car itself, for at the terrific speed in question the chances of the driver being able to avert a disaster due to some strange and unexpected instability are very small indeed. It is the car which, in the main, has to keep itself straight, though it is the man who can, provided he has firm nerves, deal with what can only be called minor deviations, though at the moment they seem, in all conscience, serious enough.

Moreover, the great difficulty lies in the fact that there can be no test other than the actual record attempt, since at over 200 m.p.h. the behaviour of the car may be very different from that noticeable at 100 m.p.h.

When the car goes to Daytona it

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will be accompanied by a new Napier-engined racing boat, with which Segrave is also to attempt the capture of the speed record on the sea, recently put up to 92.83 m.p.h. by an American boat.

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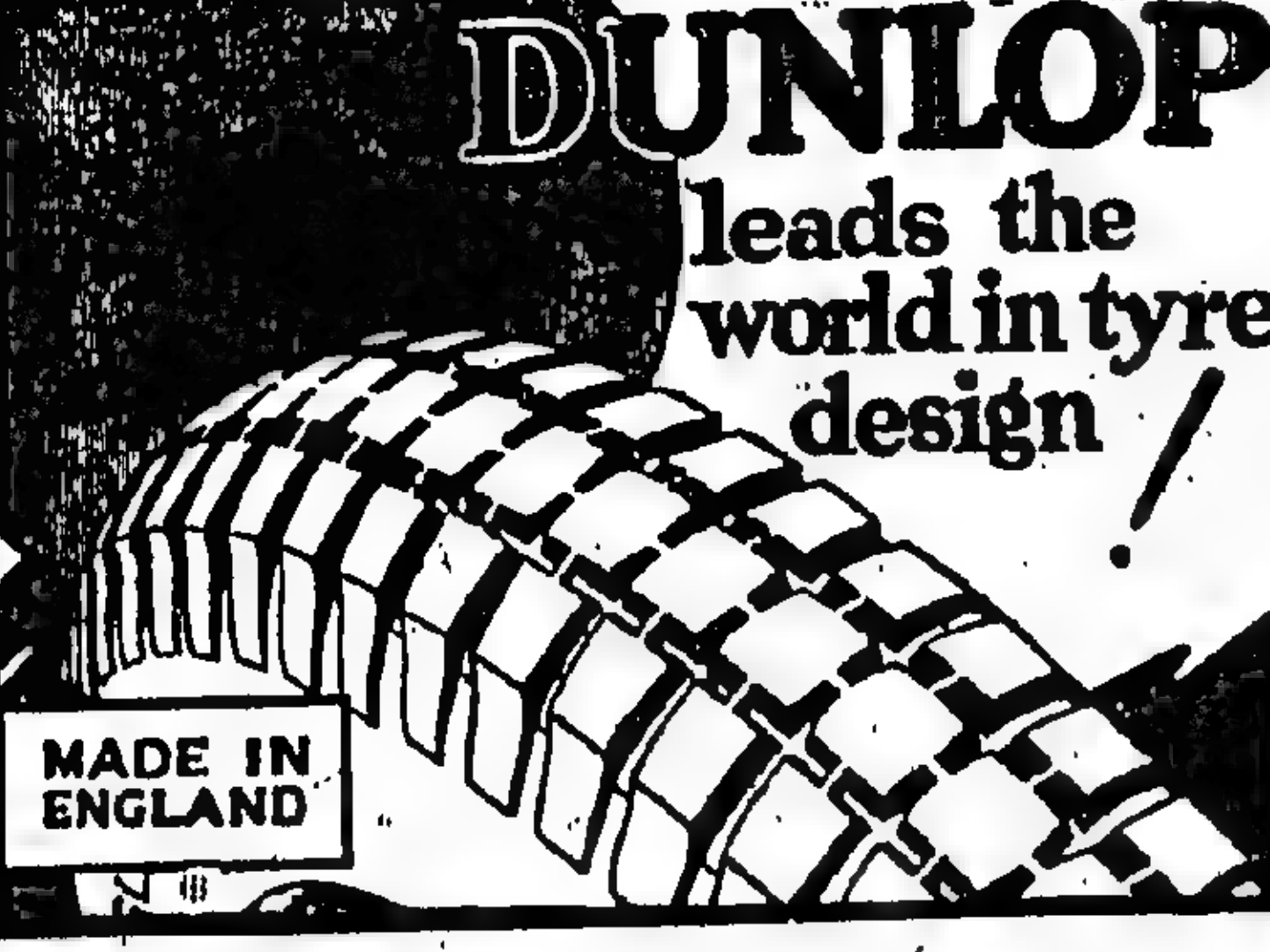
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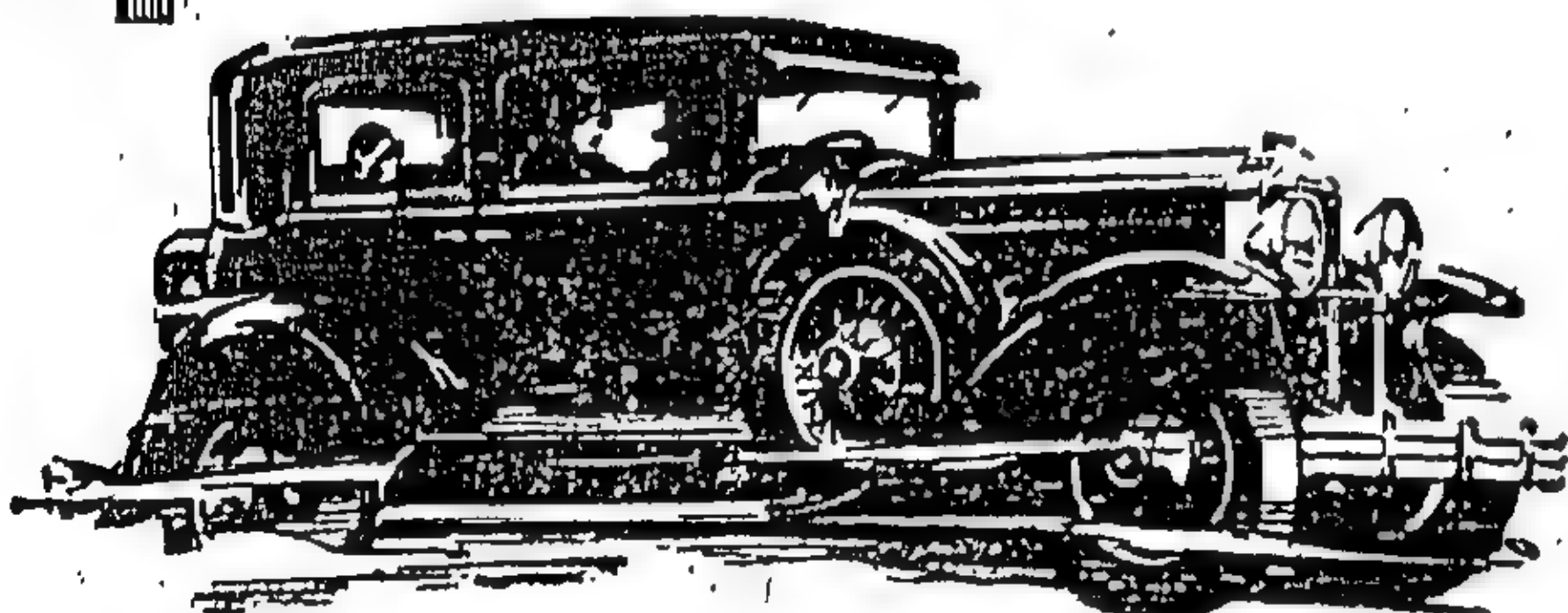
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True supremacy—true leadership—rest with this epic new Buick. Its leads the new trend... in power and getaway—in style, luxury and beauty!

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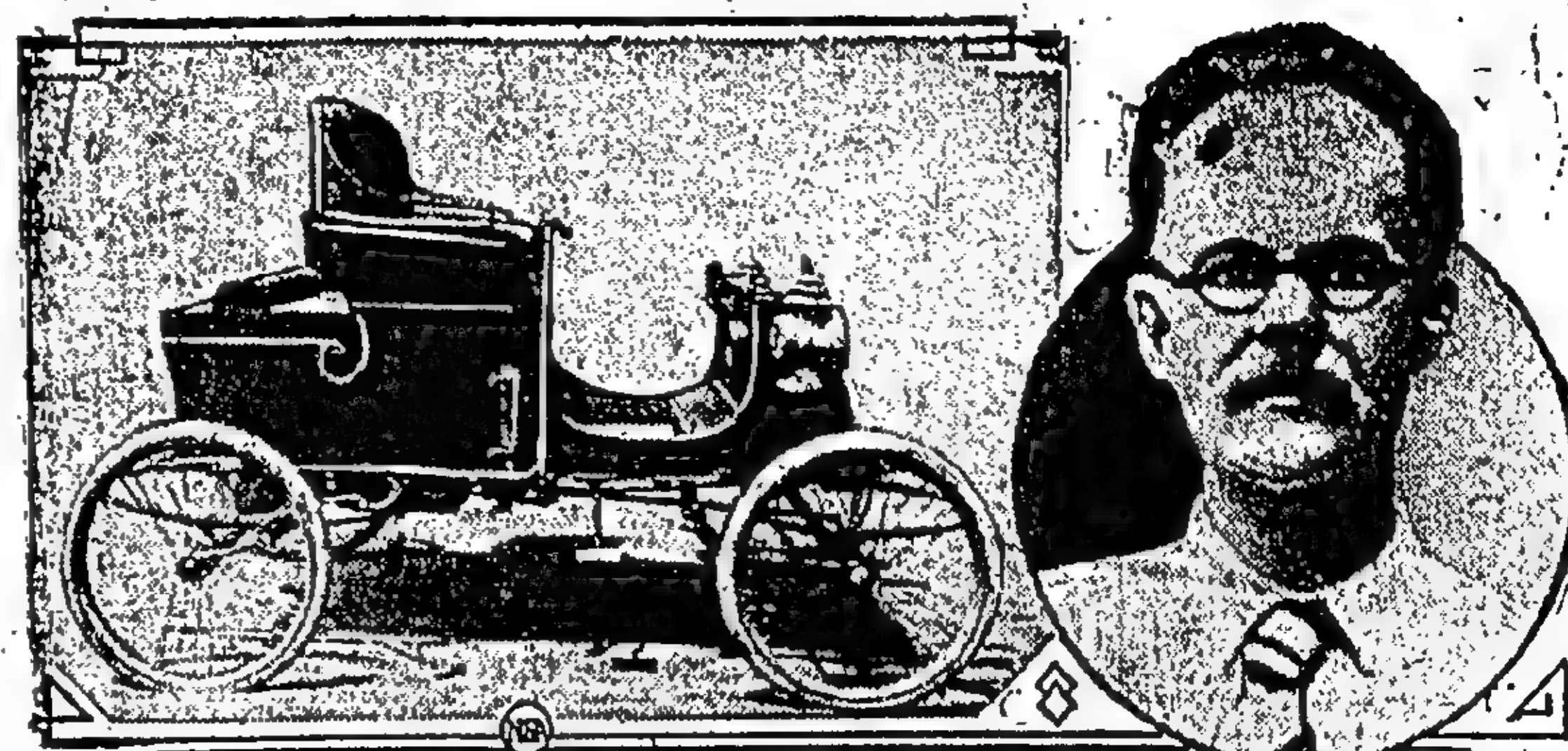
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WHEN BETTER AUTOMOBILES ARE BUILT BUICK WILL BUILD THEM.

CLAIMED TO BE OLDEST IN U.S.A.



This is the "Carter Steamer" of 1893 vintage which "Phil" Watkins of Lansing, Mich., shown at right, has entered in the national contest for the oldest working automobile in America.

"Phil" Watkins, who holds the local distinction of being the city's most eccentric character, aspires to national fame through his ownership of an automobile riding on tyres stamped with the date "1892."

This date—a hint to the vintage—has been substantiated by Watkins in affidavits from former owners and pilots. They show the car to have been built by a Byron Carter, who a quarter of a century ago operated a bicycle shop in Jackson, Mich.

The car, according to the mass of certificates Watkins has obtained in a long search among the older residents of Jackson, show the car was finished Sept. 6, 1892, and the "bugs" in its odd mechanical frame extracted sufficiently for it to take to the street for the first time June 3, 1893.

Watkins has entered the car in the contest of the National Automobile Chamber of Commerce to find the oldest car in America. He is also seeking to obtain a second prize—that offered in the same contest for the oldest car in existence and still with its original equipment. These will be exhibited at the New York Automobile Show in January.

Has Original-Paint Job.

Because this old "Carter Steamer" was in storage for many years and has only been put back into service in recent months, its appearance is still bright and shining. The raised date, in rubber that is a part of the tyre, is mute evidence of the claim for the age of both car and tyres.

Watkins offers proof, in his sworn statements from old residents of Jackson who saw it built and operated it in its earlier days, that not only paint and tyres now in use were part of the original

"job" but that engine and running gear are of the original car.

Carter, according to the data Watkins was able to dig out in Jackson, obtained his idea of a three-cylinder "steamer" from the up-and-down strokes in the application of power to the old high-wheel bicycle.

This one car, which he used about the streets of Jackson starting in June, 1893, was the only one of the kind he ever built, though he later gained some fame with one and two-cylinder gas engines geared to "horseless carriages" by disc drive.

Was in Fire Department.

Among those familiar with Jackson's first "horseless carriage" was former fire chief, Ben King, who drove the car often. From members of the King family, Watkins was first put on the right trail in his search for historical data on his car. From Fred Van Brunt, still a member of the Jackson fire department, Watkins got further information and new confirmation that the car, as he owns it to-day, is the same as it was during its first trip up Jackson's main thoroughfare.

Watkins, whose full name is Philip T. Watkins, is known to thousands in Central Michigan as "Phil." He dubs himself the "tyro king" of Michigan, though his tyre business is on a side street location in Lansing and is largely confined to sale of used tyres and repair work.

He has his own ideas on advertising, however, and is frequently seen on Lansing streets in his ancient auto, or atop a high-wheeled bicycle, carrying a banner proclaiming himself "Lansing's tyre king."

Watkins calls himself the "bankrupt son of a banker" and at one

time was identified with Lansing history as "Phil, king of the hoboes" and proprietor of a "flop house" known the length and breadth of Michigan.

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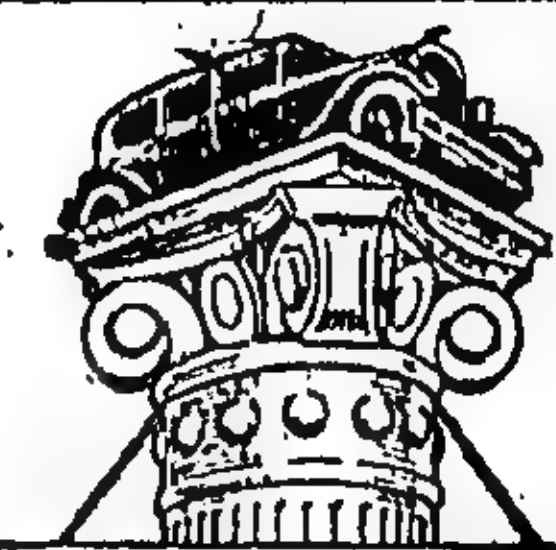
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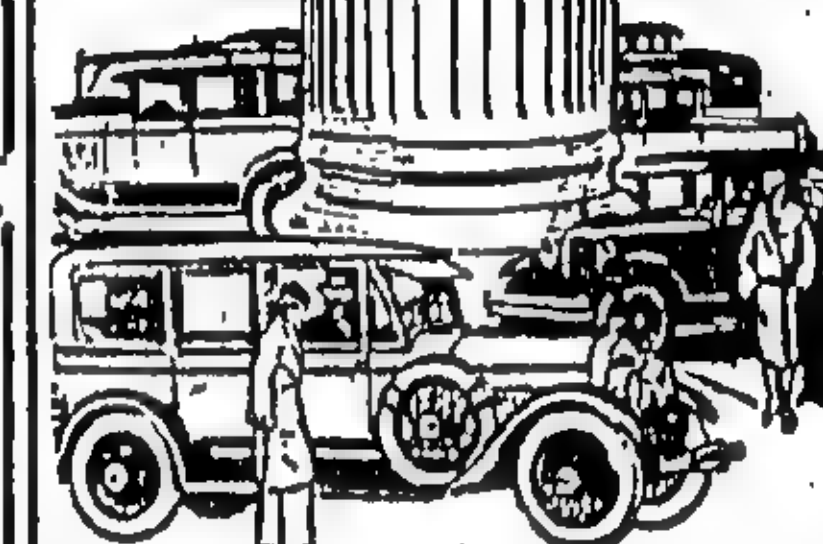
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MOTORING IN THE NINETIES—AND AFTER.

When Motorists Were Not Welcomed.

[By S. F. Edge.]

To compare motoring of to-day with that of 30 years ago is just impossible. We drove long distances then but it took a long time and we really worked our passage. In those days the first disadvantage we had was the roads themselves, mainly sharp flints bound together with water and mud, the result being much deep mud and stones in winter and loose stones and dust in summer.

This latter state of affairs meant clouds of dust following the passing of every horse and cart, motor, or even cyclist. This dust trouble was so bad that most people who dwelt on dusty roads actually watered the road in front of their

houses to try to minimise its unpleasantness.

The motoring community of those days were much concerned with the dust nuisance, and from various points. To keep the dust from themselves was one problem; it was tackled by placing large canvas screens behind the car to keep down the dust, and the individual defence was linen coats for men and women, while the latter also wrapped their heads and hats in big, heavy veils.

There were all kinds of weird ideas to keep down the dust; one bright intellect patented a water tank, to be carried by all motor-cars, to water the road as they

travelled along; no fortune was made from this invention.

Enter Fairy Tar.

The remedy for all this trouble came from "Fairy Tar," and tar-bound roads are the basis of most of our marvellous roads of to-day: smooth and dustless, we simply could not dream in 1900 of the road perfection of 1929. It seems too good to be true.

Then the cars themselves, and their technical limitations. First ignition: the most usual and popular type was a platinum tube kept at a red heat by a Bunsen petrol burner. To start these engines strength and courage were

required. First, strength to revolve the engine many times to get it firing, as if the platinum tube was not hot enough a start was impossible, wind the engine how you might.

Courage was required, as if the tube was too hot then a back fire was the result, and the engine revolved the wrong way, with a grave risk of broken wrist or arm. However, when the motor started, then our trouble began. Sometimes the lamp for heating the tube burnt feebly, and the engine produced little power, and if it was windy the lamps often blew out.

Then tyres, pneumatic and solid. You who motor to-day from 10,000 to 20,000 miles on a set of tyres can hardly visualise the day when solid tyres came off or split if one exceeded 20 miles per hour for a few miles, and as for pneumatic tyres, a puncture, burst or "blow out" once in every 100 miles was quite a good average; and then remember there were no spare wheels or detachable rims.

When trouble came it meant levering the tyre off the wheel, which took considerable effort. Then the tyre had to be pumped up with a small and feeble hand pump. Only the strong could motor those days.

Then if mechanical trouble came, there was no garage or manufacturer's service station. One had to depend on one's own ability plus a blacksmith for the repair of road springs; a fairly common form of breakdown, the collapse of a road spring.

I well remember when making a car to compete in the Gordon Bennett International race, one of the conditions was that every part of the car had to be made in the country of origin of the car. Now one of the problems I was up against was the manufacture of road springs.

France, in those days, was far ahead of the world in the manufacture of automobile road springs. Lemoine was the great man who stood at the head of their industry in France. So I cast about and heard of a spring smith in Long Acre, then the centre of the horse carriage industry.

A blacksmith was presented to me as the leader in his craft, and his reputation was sustained and put forward as unassailable, because his grandfather had made the springs for the Duke of Wellington's carriage, used at Waterloo. Well, I tried his springs, and the result was the first time I reached 80 miles per hour, I hit a sharp bump of a bridge near Sedan. So my chance for that year's race faded away. But to-day England makes road springs that lead the world, almost unbreakable, but with unbelievable flexibility.

Real Tyre Troubles.

Again, in those days, when one stopped, which was often, it was amazing how a crowd collected, and so quickly; in the most deserted country people appeared as if by magic.

I remember one occasion in Norfolk, with Charles Jarrott. We started real tyre troubles of such a character that for 24 hours

we never moved from the same spot, as we could not keep all four tyres with air in them, and during the whole period we were helped by strangers who remained with us and asked questions and proffered useless advice, but showed their sympathy and interest in what was called the new locomotion by their continuous presence.

We were not always welcome at hotels, as motor-cars of those days were thought likely to burst into flames spontaneously. This reputation was earned from the blow lamps for heating the tubes used for the ignition, which I mentioned earlier in these remarks, and it is easy to understand.

A Fine, Big Blaze-Up.

The lamp fuel was vaporised petrol, and if for some reason the petrol did not vaporise the liquid petrol ran about the engine. Then when a light was applied to the burner a fine, big blaze-up took place, not really very dangerous, but frightening to look at by the inexperienced.

These are just a few examples of the trials and tribulations of motoring in the 'nineties and early nineteen hundreds.

What a difference to-day if one has the necessary bank balance! A visit to a manufacturer's show rooms and a beautiful road carriage is yours at once which will give trouble-free road transport for tens of thousands of miles with hardly any technical attention; in fact, the less it is meddled with the better it will go as a rule.

The motor-car is the most wonderful piece of mechanical machinery for use by the ignorant which has ever been invented, and it is well to call attention to the fact that it is almost the only article that is half the price it was before the war and much better in every way.

GOODYEAR TESTS.

The "Double Eagle" Tyre.

SEVERE TESTS.

Under the most adverse conditions as far as tyres are concerned, the "Goodyear" Fleet of Test Cars were driven on a series of cross country dashes from Akron to Los Angeles and return.

The route taken was across Arizona and New Mexico Deserts by mountain roads, where harsh, rough surfaces, and the extreme heat combine to break down any tyre in which weakness may exist.

The experienced drivers of the test cars average, under ordinary conditions, 600 miles per day, but in making tests of the new "Double Eagle" tyre they improved on this average reaching 800 miles every 24 hours, in order to give the maximum punishment to the tyre equipment.

The Tyres are still in service some having already given more than 40,000 miles and so successfully has the "Double Eagle" withstood these and other factory tests, that the producers are confident in their claim that this is the best tyre ever constructed.

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When Firestone engineers were developing the Balloon Tyre they found it necessary to design a tread altogether different from that which is required by High Pressure Tyres.

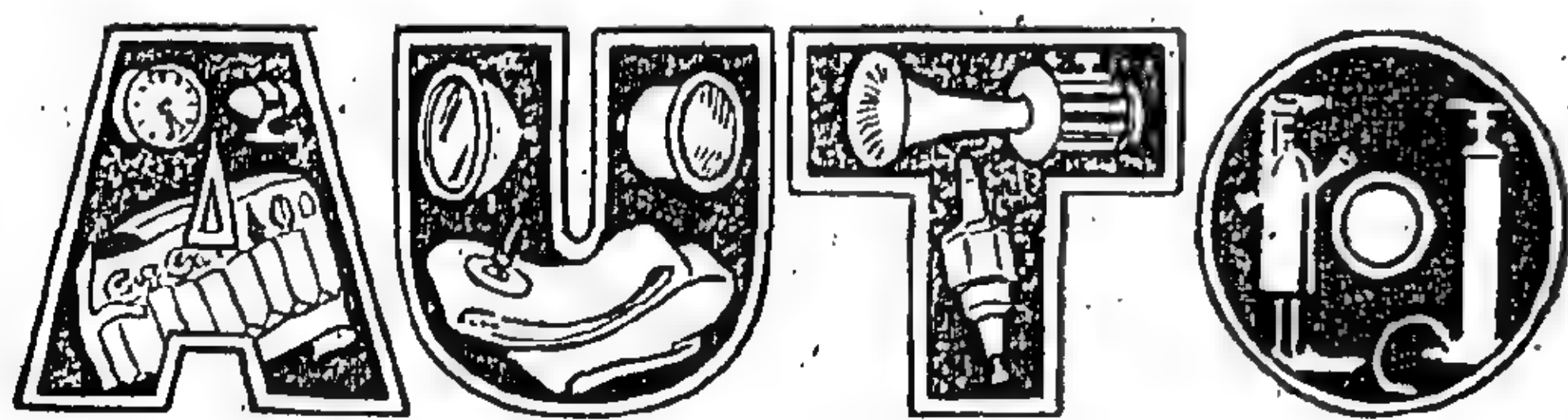
The Firestone tread was not designed with large, massive projections for appearance or to make plausible sales argument. On the contrary, the projections of the cross-and-square tread are small and the rider strips narrow, permitting the tread to yield to irregularities and cling to the road, giving the greatest non-skid surface. This tough, pliable tread has the wear-resisting qualities that give thousands of extra miles of service and save you money. Let us supply your needs.

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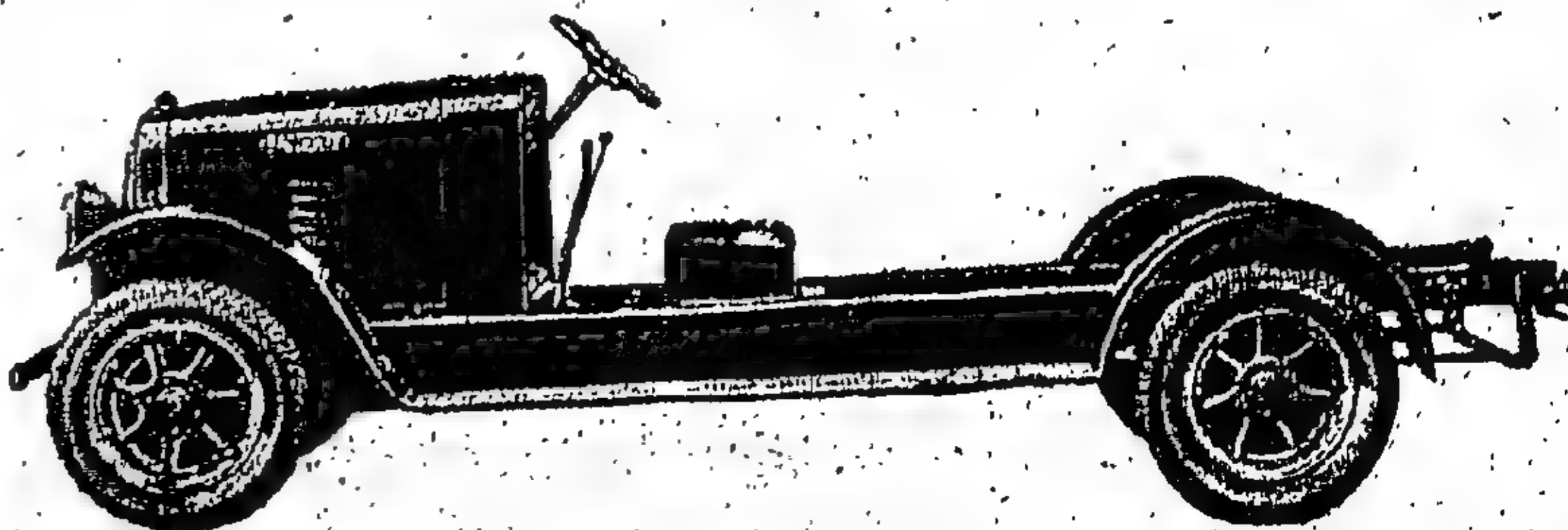
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LUBRICATING MOTOR ENGINES.

By LEWIS A. PARKER, M.I. MECH.E., M. I. MAR. E.

Being the report of a recent lecture given at the Institute of Engineers and Shipbuilders at Hongkong.

(PART THREE)

Grade.—It is not possible to have one grade of oil which will give equal satisfaction in all types of equipment. It would be a great convenience if it were, and I can assure you that if such were the case, it would mean very great economies to the manufacturers.

There are many factors of engine design, construction and operation which affect the selection of the correct grade for any particular unit. In many instances the exact influence of some one or several of these features can be determined only by extensive test work. Experience has shown, however, that there are four fundamental factors which must be considered in analyzing the lubricating requirements of any engine, and these factors are classified as follows:—

- (1) Operating temperatures.
- (2) Oil distribution.
- (3) Piston ring seal.
- (4) Carbon sensitiveness.

The chief factor affecting the engine temperature is the service which it performs. The heavier and more constant the load, the more fuel will be burnt, and consequently the engine temperature will be higher. For example, the aircraft engine running continuously with full throttle, means high temperature. A tractor working at full load, and slow speed, means high temperature. The usual motor car engine is rarely operated at full load for any considerable period; when, however, it does, it moves at high speed where it gets ample cooling draught; it is subjected to frequent slowing down—which is comparatively light service resulting in moderate temperature.

There are also other factors which affect the operating temperature. Engines which are air cooled tend to reach a higher maximum temperature than water cooled units; for instance, at low speeds they get less cooling draught.

Why cool cylinders? With tem-

peratures during combustion up to 3,000° F. unless the temperature was reduced, the material would be destroyed, but long before the metal would be affected the lubricating oil film would have been burned up and operation impossible.

So we can say that the most important purpose of cooling is to lower the temperature of the inner surface of the cylinder wall to the extent that the maintenance of the lubricating oil film is possible.

The valve arrangement also influences temperatures; any arrangement of the valves which limits their size or effective area tends to keep the heat within the cylinder and increase temperatures.

To get rid of the heat in a poppet valve engine it has to pass through the oil film and through the cylinder wall to the cooling water. The oil film interposes some resistance to the free passage of heat. The temperature of the piston skirt is considerably higher than the cylinder wall temperature, the difference being caused by the resistance to the flow of heat by the film of oil.

In the case of the sleeve valve engine, as you see, we must transfer this heat through one film, through the first sleeve—through the second oil film, through the third oil film, through the cylinder wall to the cooling water. The heat has a longer path to travel in this type of engine than in the poppet valve type. It has three times as many obstacles. Consequently with sleeve valve engines, higher operating temperatures are encountered.

There is another design which influences the operating temperatures, and that is the size of the cylinder. In large diameter cylinders we have less cooling surface for the same weight of fuel burnt, because the volume increases as the diameter squared, whereas the cooling surface only

increases as the diameter. If you take cylinders of diameter, 1" and 2" respectively, the volume is as 1:4, but the cooling surface is only as 1:2, so that less heat is thrown off and the operating temperature will be higher.

Then there is the two stroke cycle engine, where, for the same speed, there are twice the number of power strokes than in the four stroke engine.

Engines differ very much from the temperature stand-point, and in order that the right oil be selected each engine should be carefully analyzed. If the combination of these factors indicate high operating temperatures, a heavy body lubricant is desirable. If, however, only moderate temperatures are indicated, oils of greater fluidity will provide adequate lubrication.

Oil Distribution.—Now we come to our second factor, which is oil distribution. Lubricating oils vary widely in fluidity. Some flow freely in cold weather, others will not.

Oils of light body are easily atomized to form a fine mist—heavy bodied oils resist this process which is essential in some lubrication systems.

Whatever oil is used, it must be of such a body that the lubrication system employed will distribute it to all the moving surfaces under the most severe conditions—when the oil is cold. Consequently the lubrication system must be carefully considered and analyzed before a selection can be made.

The lubrication systems, in general, show two fundamental differences which influence distribution.

Systems in which the oil is distributed by splash caused by the dipping of the connecting rods, in contrast to systems in which pressure, unassisted by splash, is employed.

Also systems in which the oil is used over and over again, (termed circulation), in contrast to that system where fresh oil only is fed (termed the all-loss system).

In splash systems, dependence is placed, for creating an oil mist, on the atomizing action of the connecting rod dipper, and in this case the mist is not distributed uniformly throughout the crank case. So, in order to facilitate distribution in this case, light bodied oils are desirable as they atomize easily.

In pressure systems, the oil is forced by a pump into the crank shaft, connecting rod bearings, very often through drilled passages to the crosshead, or piston, pins, and passes out through the bearing clearances in a fine mist

or spray, which is caused by Mechanical Atomization—oil forced under pressure through fine clearances. Such a system will atomize any lubricant from light to very heavy and since the spray is thrown off, for the greater part, from the whirling connecting rod, we obtain an even distribution.

In circulation, the same oil is passed continuously through the system. There is here a tendency for the oil to become diluted by unvaporized fuel; to become contaminated with dust, particles of worn metal, carbon. Between one filling of the reservoir and the next, the oil doesn't have much chance to recuperate—the tendency is towards contamination. The correct oil for such a system therefore should be of high quality with good "staying" powers, so that when it has become contaminated to the average degree expected in service, it will still possess sufficient lubricating quality to provide adequate protection to the moving parts.

In the splash system, fresh oil is regularly supplied to the crank case to make up for loss—there is no tendency here toward contamination, so light bodied oils give satisfaction in this type.

These are the major differences in the lubrication systems, but there are also other factors which influence the distribution.

There is the pump and its location. If it is placed below the oil level it will circulate a heavy bodied lubricant in cold weather. On the other hand, if it is situated above the oil level, an oil, fluid at low temperatures, will be necessary.

Then there is the design of the oil screen, which is employed to prevent foreign matter passing into the pump. If it is of fine mesh and small area, only a very fluid oil will be drawn through.

All these factors have to be taken into consideration before selecting an oil.

(To Be Continued.)

WOMAN'S FEAT.

Antwerp to Athens.

SUCCESSFUL TRIP.

Although motor touring in Europe now attracts a large number of motorists each year, very few drivers undertake such a strenuous journey as that recently carried out by an Englishwoman who drove from Antwerp through Central Europe to Athens.

Although road conditions in most parts of France and Germany are reasonably good, the roads in the Central European States are, with few exceptions, atrociously bad. Through Yugoslavia and Bulgaria the surfaces were in such a state that few other cars were met. Despite these conditions the driver managed to get through without any difficulty, though several very exciting experiences relieved the journey of any suspicion of monotony. In Greece a party of bandits had prepared an ambush on one of the roads along which this lady driver and her party were travelling. Fortunately, a timely warning enabled them to escape though only by hard driving.

In Athens, this lady's performance was considered to be so meritorious that the Athens Automobile Club presented her with a diploma as a memento of the very fine performance she had made.

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The public decrees CHRYSLER the new car vogue.

Here are but a few of the epoch-making features Chrysler engineering has originated, pioneered or developed to highest efficiency during the past five years:

"Silver-Dome" high-compression engine, using any petrol. Seven-bearing counterweighted crankshaft.

Exclusive type of high-turbulence combustion chamber. Iso-therm Invar-strut pistons, with tongue and groove rings. Air cleaner and oil filter.

Electric Pumper for easy starting in cold weather.

Manifold Heat Control, for elimination of "spitting" and "sputtering."

Body and crankshaft impulse neutralisers.

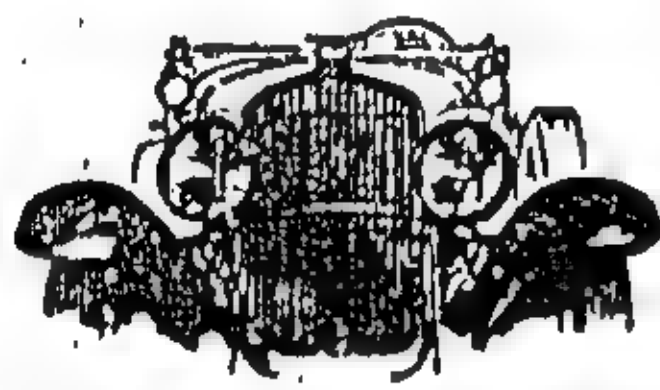
Hydraulic shock absorbers, for supreme ease of riding.

Light-action internal-expanding hydraulic four-wheel brakes with squeakless moulded brake lining.

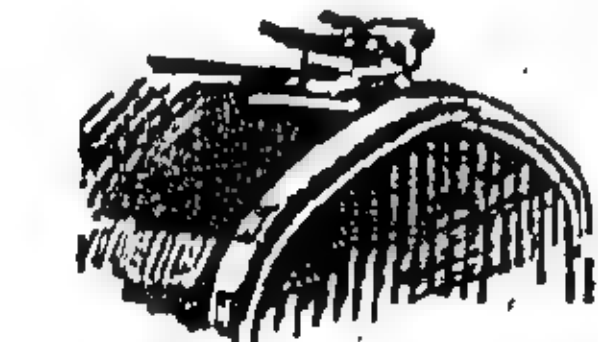
Balanced road wheels.

Ornamental, indirectly-lighted instrument panel for convenience in driving.

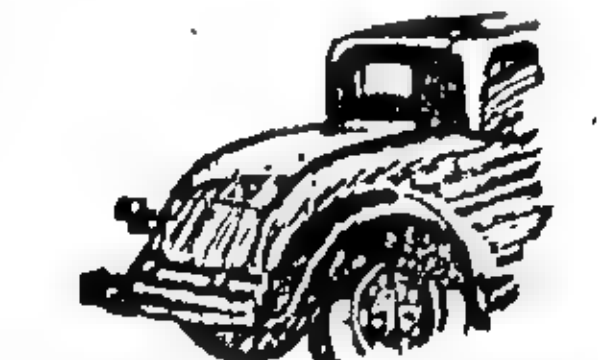
Saddle-spring seat cushions. And a host of others.



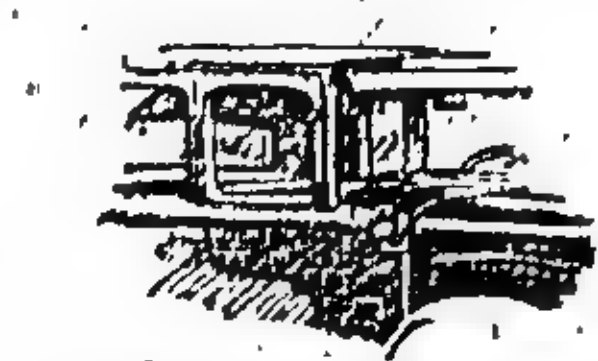
Note the new graceful car, slender-profile, chromium-plated radiator, bowl-shaped lamps and "slender" mud guards.



For twenty years designers have fought over the question of radiators. Until Chrysler showed the way!



New sweep and curve of the rear deck of radiator and coupe is distinctive feature of the new Chrysler body style.



Chrysler "arched-window" silhouette for closed models gives a particularly pleasing effect inside and outside the car.

IT IS EASY to understand why, more than ever before in Chrysler's phenomenal career, the public is today Chrysler-wild and why even Chrysler's largest production is now just beginning to meet the demand.

"In the new Chrysler '75' and '65' an enthusiastic public recognises a new style that re-styles all motor cars—a finer performance than anything that has gone before—a greater value than such prices can buy anywhere else.

Chrysler's superior engineering skill and finer precision craftsmanship, again and again have literally obsoleted other types of cars.

The constantly increasing Chrysler public, with its high enthusiasm for Chrysler zest and dash, distinction and luxury, safety and long life, makes it easy for you to decide to become a Chrysler owner.

All Chrysler dealers welcome the opportunity of putting any Chrysler model to a test of your own selection.

CHRYSLER

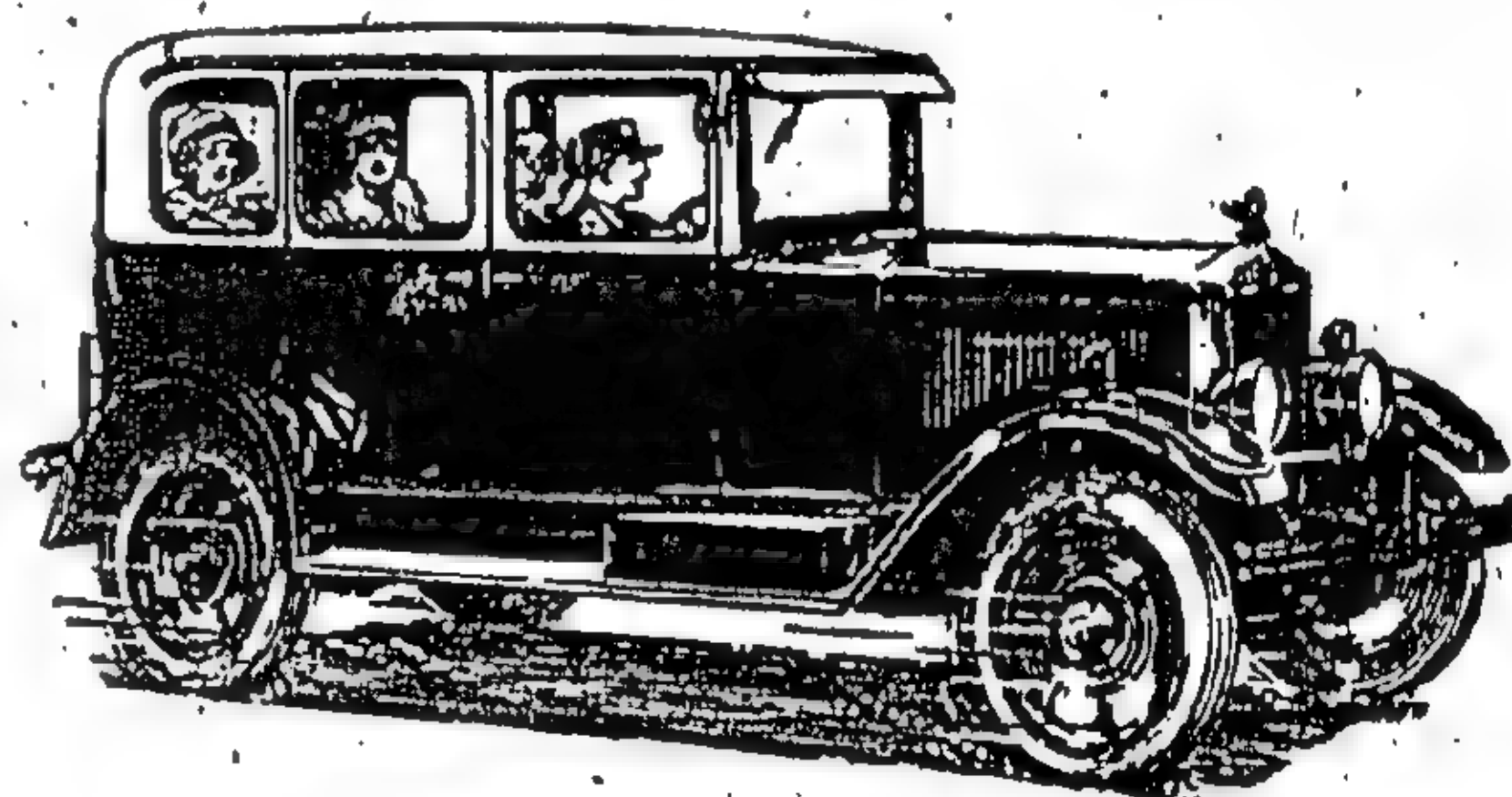
SOLE AGENTS

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THE worst roads hold no terrors for a car with a high clearance, 56 in, track and magnificent workmanship of the new high-powered Morris-Cowley—a car specially designed and built for World motorists. Costly materials, perfect machinery and fitting have provided rugged resistance to road shocks and daily wear.

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SUPREME COURT CHANGES.

TEMPORARY JUDGES PROVIDED FOR.

JURISDICTION POINT ALSO CLEARED UP.

AN AMENDING BILL.

Provisions whereby the Governor will be given power to appoint a temporary judge for the Supreme Court are outlined in the draft of a Bill to amend the Supreme Court Ordinance of 1873, contained in the Gazette.

The question of the jurisdiction of the Court is also dealt with.

It is explained that at present the power to appoint temporarily a judge of the Supreme Court is confined to the following cases:

(a) Where the office of a judge has become vacant by death or otherwise.

(b) In case of the temporary illness or absence of a judge.

(c) For the purposes of the Full Court Ordinance, 1912.

There is no express power to appoint a judge to relieve from or in his judicial duties a judge who may be engaged at the time in other public work, or to appoint an additional judge for the purpose of dealing with a pressure of judicial work.

The chief object of this Bill is to give the Governor power to appoint a temporary judge in any case in which he considers it desirable for any reason. This is effected by clause 4.

Clause 2 of the Bill deals with a matter which has long been awaiting a convenient opportunity. Section 6 of the Supreme Court Ordinance, 1873, provides in effect "so much of the practice of the English Courts as existed on the 5th April 1843, shall be in force in the Colony," except so far as the said practice may have been modified by local legislation.

English Practice Modified. The former English practice had been so modified in the following branches of the law:

(a) Civil proceedings generally, exclusive of—(1) matters testamentary, (2) bankruptcy, (3) Admiralty, and (4) companies.

(b) Probate jurisdiction.

(c) Bankruptcy.

(d) Admiralty.

(e) Companies.

(f) The practice of "the Supreme Court acting in the exercise of its criminal jurisdiction."

(g) Magistrates' appeals.

(h) Summary Court appeals.

Crown Office Matters.

It would seem that all the ground of the jurisdiction of the Supreme Court is covered by local legislation with the exception of such Crown Office matters as are not instances of the exercise by the Supreme Court of its criminal jurisdiction. Such matters include habeas corpus, mandamus, and perhaps some writs of certiorari. The only reference to the Crown Office is in Section 4 of Ordinance No. 9 of 1899, and that does not help in any way on the present point.

If the practice in these Crown Office matters is not provided for by local legislation, the position is that we are thrown back on the practice of the 5th April, 1843, which is a most inconvenient state of affairs. Accordingly, clause 2 of this Bill provides that the practice with regard to writs of certiorari, habeas corpus, and mandamus shall be the practice from time to time for the time being in force in England. It is unnecessary to provide for any pending matters because there are none of any of these three classes at the moment.

ACTRESS KILLED IN AIR FILM "STUNT."

HOLLYWOOD PARACHUTE TRAGEDY.

Hollywood, Jan. 25.

Tragedy has marked an air film "stunt" here.

Lena Wichter, a professional substitute for aviation "stunts," took the place of Miss Ruth Elder, the Atlantic flyer, who is to be featured in a new film.

The plot calls for the heroine to leap out of the plane, equipped with a parachute, and so escape her kidnapper. But Lena Wichter, for some unexplained reason, failed to pull the rip cord that opens the parachute.

Jim Granger, who piloted the plane, made a desperate effort to nose dive and catch the body in the cockpit of the machine, but without success. When picked up the actress's body was crushed beyond recognition.—Reuter.

"Adam's Apple" was the name given to the proprietor of the Yee Fat bicycle shop, of 25, Canton Road, by a Portuguese youth on Thursday night when he hired a bicycle. The machine has not yet been returned and a report has been made to the police. The bicycle is valued at \$30.

BANKRUPTCY LAW CHANGES.

TWO AMENDMENTS IN THE LOCAL ORDINANCE.

IMPORTANT POINTS.

The Gazette contains the draft of an Ordinance to amend the Bankruptcy Ordinance, 1891.

This short Bill is to introduce two provisions of the English bankruptcy law which do not appear in the Hongkong Bankruptcy Ordinance, No. 7 of 1891, though they did appear in the English Act on which that Ordinance was founded, *i.e.*, the Bankruptcy Act, 1890, 53 & 54 Vict., c. 71. These two provisions appear also in the present English Bankruptcy Act, 1914, 4 & 5 Geo. 5, c. 59.

They are (a) a provision that when a bankrupt comes up for his discharge the court shall take into consideration a report of the Official Receiver on the bankrupt's conduct and affairs, including his conduct during the bankruptcy proceedings; and (b) a provision that the Official Receiver's report shall be *prima facie* evidence of the statements therein contained.

The amendments are made applicable to pending bankruptcies.

There is no express power to appoint a judge to relieve from or in his judicial duties a judge who may be engaged at the time in other public work, or to appoint an additional judge for the purpose of dealing with a pressure of judicial work.

The chief object of this Bill is to give the Governor power to appoint a temporary judge in any case in which he considers it desirable for any reason. This is effected by clause 4.

Clause 2 of the Bill deals with a matter which has long been awaiting a convenient opportunity.

Section 6 of the Supreme Court Ordinance, 1873, provides in effect "so much of the practice of the English Courts as existed on the 5th April 1843, shall be in force in the Colony," except so far as the said practice may have been modified by local legislation.

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THE IRON & STEEL INDUSTRY.

DESIRE FOR A COMMISSION OF INQUIRY.

PREMIER DECLINES.

London, Feb. 22.

In reply to the request of the Iron and Steel Trades Confederation for a Commission of Inquiry into the conditions of the industry, the Premier, while expressing sympathy with their difficulties, says he thinks a long roving inquiry would not be helpful to the industry.

He points out that the Committee on Industry and Trade, now sitting under the chairmanship of Sir Arthur Balfour, has already presented a detailed report on the iron and steel industry, and says it is obviously unnecessary that any inquiry should traverse again the ground so recently covered by the Balfour committee.

Moreover, in framing the rating reform scheme, the Government had paid particular attention to the needs of iron and steel, and the relief under that scheme, both from the viewpoints of rates and railway freights, are designed and calculated to be of special benefit to this particular industry.

It is the policy of the Conservative Government, if returned to power to allow the iron and steel industry to make an application under the Safeguarding of Industries procedure, and it will then have an opportunity of stating its case before an independent tribunal.

The Executive of the Confederation, in reply, express disappointment at the Premier's decision.

They say the course suggested by the Premier would involve unnecessary delay, and as it would be dependent on the General Election it would effect a political controversy.

They add that the Balfour Committee's general survey would not be sufficiently complete as regards the iron and steel industry.

The Executive hope that the Premier may find it possible, on reconsideration, to set up the Committee they propose.—*British Wireless.*

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PENINSULA HOTEL

RACE WEEK CARNIVAL NIGHT

in the ROSE ROOM

Saturday, 2nd March, 1929
at 8.30 p.m.

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no bother at all"

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THE WORLD OF SPORT



TENNIS IN CANTON.

INTERESTING EXHIBITION MATCHES.

Canton, Feb. 22.
Some interesting exhibition matches were witnessed yesterday on the courts of the Canton Citizens' Athletic Association in the First Public Park when Mr. Gordon Lum, one of the Chinese Davis Cup players recently defeated in America, played against some local champions.

Mr. Gordon Lum arrived from Manila, via Hongkong, yesterday morning and played in the afternoon. He is leaving to-morrow for Hongkong on his way North to Shanghai.

His first match was a single against Mr. Ma Chi-huen, winner of the Canton Open Championship Singles for the American Challenge Cup in 1928. Mr. Ma was at the top of his form and played a brilliant game throughout; even so, Mr. Gordon Lum outclassed him. They went to two-all in the first set, but Mr. Lum was becoming more and more brilliant every minute as he became accustomed to the courts and Mr. Ma was unable to secure another in the two sets though he played an excellent game throughout. Result, Mr. Gordon Lum defeated Mr. Ma Chi-huen 6/2, 6/0.

The second match was a doubles between Mr. Gordon Lum and Mr. Ng Sze-kwong, ex-champion of Hongkong, against Mr. G. W. Greene, President of the Canton Tennis Association, and Mr. A. A. L. Tison, U.S.M. Vice-Consul. Though the European pair put up a very fine fight, they were outclassed by the Chinese champions who defeated them by 6 games to 2 in the first set, and 6 games to 1 in the second set.

There are to be two more matches this afternoon when Mr. Gordon Lum will play Mr. K. Iwasaki, champion of the Japanese Tennis Club, Shamen, in singles; and together with Mr. Ho Chun-man of Canton will play Mr. Ng Sze-kwong and Mr. Ma Chi-huen in doubles.

There was a very large attendance at yesterday's matches, both foreigners and Chinese. Amongst the notables present were His Excellency General Chan Ming-shu, General Wu, and Mr. Lam Wen-kol.—Our Own Correspondent.

SHAMEEN SPORT FESTIVAL.

OFFICERS FROM HONGKONG TO-PLAY.

Shameen, Feb. 22.
An all-round sporting week-end has been arranged in Shameen. Fifteen officers representing the Royal Navy and the Royal Air Force arrived here this morning to compete against fifteen members of the Canton Club in six different forms of sport. Excellent arrangements have been made.

Those representing the Royal Navy and Royal Air Force from Hongkong are:—H.M.S. 'Hermes', Lieutenants Fenton, Usher, Wright, Sillar, Alexander, MacIntyre, Metcalf and John; H.M.S. 'Titania', Lieutenants Debenham, Nowell, Gordon-Duff, and Grisdorf; H.M.S. Suffolk, Lieutenant Stirling Hamilton; Kai Tack Aerodrome, Flying Officer Webb and Flight Lieutenant Gardner.

Those representing Canton are:—Messrs M. A. Annett, R. K. Batchelor, H. H. Benson, Geo. Duncan, J. C. H. Bonbright, A. J. Evans, J. Linaker, E. R. Hill, D. Latimer, A. T. Lay, F. E. W. Lammert, R. Rasmussen, J. M. Walker, C. E. Watson and Lieutenant-Commander Poland (H.M.S. 'Seamew').—Our Own Correspondent.

FANLING GOLF.

CIVILIANS BEAT UNITED SERVICES MEMBERS.

The following are the scores of a match played over the Old Course at Fanling between the Civilian and the United Services members of the Ladies Section:

Civilian	United Services
Mrs. Tottenham	Mrs. Sheffield
Mrs. Rowley (4 & 5)	Mrs. Donald Smith
Mrs. Gilmore	Mrs. Pileau
Mrs. Robertson	Mrs. Wright
Mrs. Whyte Smith	Mrs. Macdonald
Mrs. Somerville	Mrs. Illingworth
Mrs. Pacey (2 & 7)	Mrs. Sanders
Mrs. Davidson (2 & 1)	Mrs. Pearce
Mrs. Lissman	Mrs. Lucas (1 up)
Mrs. Stewart (6 & 5)	Mrs. Garland
Mrs. Sherry (2 & 7)	Mrs. Deane
Totals	7

SERVICES BOXING.

SECOND ROUND EVENTS FOUGHT LAST NIGHT.

There were four knock-outs among ten bouts that were staged at Whitefield Barracks last night, in the second round of the annual boxing competitions organised by the South China Command for Unit and Individual Championships. Up to the present the Beda and Herta, and the K.O.S.B. are level with 15 points each, the Somerset Light Infantry having secured 10 points.

A large crowd turned up to see the fighting and the interval was rendered enjoyable by a programme of music by the band of the 1st Battalion, The Bedfordshire and Hertfordshire Regiment, by permission of Lieut. Col. J. P. Tredennick, D.S.O., O.B.E., and officers. The evening's results were as follows:

Welterweights.

Pte. Palmer (Beda. and Herta.) beat Pte. Woods (Beda. and Herta.) on points.

Pte. Boyer (K.O.S.B.) beat Pte. Jones (Queen's Royal Regiment) on points.

Pte. Gillies (K.O.S.B.) beat Pte. Reggery (K.O.S.B.) on points.

L/C Frost (Queen's Royal Regiment) beat Pte. Battle (Beda. and Herta.) on points.

Featherweights.

Pte. Hume (K.O.S.B.) beat Pte. Louden (Queen's Royal Regiment) on a knock-out in the first round.

Pte. Palmer (Somerset Light Infantry) beat L/C Palmer (K.O.S.B.) on a knock-out in the first round.

Lightweights.

L/C Gordon (K.O.S.B.) beat Pte. Guest (Somerset Light Infantry) on a knock-out in the second round.

Pte. Wood (Beda. and Herta.) beat Cpl. Webb (Queen's Royal Regiment) on a knock-out in the last round.

Light Heavyweights.

L/C Allen (Beda. and Herta.) beat Gunner Col. (R.A.) on points.

Cpl. Gaine (Somerset Light Infantry) beat Piper Smith (K.O.S.B.) on points.

LAWN TENNIS.

CHAMPIONS MAKE SUCCESS- FUL APPEARANCES.

The champions of both events made their initial appearances in their respective tournaments at the annual Hongkong C.C. championships which were continued yesterday afternoon when several more matches were decided.

T. Honda, the singles holder, made his debut in this year's Open Singles against E. D. Lawrence and made quite an impression by entering the second round after conceding only eight games in the three sets to an opponent who ranks amongst the better classed players of the Colony, although one who is not quite up to championship standard. The holder had little difficulty in qualifying to meet Barrow in the second round.

M. W. Lo easily accounted for I. M. A. Razaek, winning in straight sets. It took four sets to decide which of Wong Hing and Chan So would enter the next round, the latter qualifying after a hard fight in the third set.

The Rummage coming had matters practically their own way for their game with Pay. Com. Payne and Pay. Lieut. Com. Herbert who the holders beat in three sets, giving away six games.

Full Results.

Yesterday's matches resulted as follows:
Open Singles.—T. Honda beat E. D. Lawrence 6-3, 6-0, 7-5; M. W. Lo beat I. M. A. Razaek 6-3, 6-2, 6-2; Chan So beat Wong Hing 6-1, 1-6, 8-6, 6-3.
Open Doubles.—S. A. and H. D. Rummage beat Pay. Com. A. H. Payne and Pay. Lieut. Com. Herbert 6-2, 6-1, 6-3.
Club Championship.—G. W. Sewall beat C. E. Holmes 6-1, 6-2.
Handicap Singles "A".—H. J. Armstrong (two 1/6) beat Rev. H. V. Koop (Scr.) 6-0, 6-0; W. L. Dunbar (Scr.) beat N. E. H. Hailton (Scr.) 1-6, 6-4, 6-3.

Pleading guilty to the larceny of a gold watch and chain valued at \$195, a Chinese who committed the crime as far back as July 3, 1927, was sentenced to four months' hard labour by Major G. Wilson this morning. The defendant absconded, after the theft, to Hothow, but on returning to the Colony was recognised and arrested. Another man had been sentenced in connexion with this theft to two months' hard labour in 1927.

A native of Manila, Rafael Fernandez, aged fourteen years, disappeared from his home at No. 7, Nanking Road on Thursday last. A report has been made to the authorities by his mother, Mrs. Fernandez.

FIRE ON B. AND S. STEAMER.

EARLY MORNING OUTBREAK ON YINGCHOW.

DAMAGE TO CARGO.

Shanghai, Feb. 18.
Considerable damage by fire and water was caused on board the China Navigation Company's vessel Yingchow as she lay at the wharf on the French Bund yesterday preparatory to sailing for Canton with a general cargo. The fire having been extinguished the Yingchow was taken across the river to the Pootung side, and the extent of the damage sustained is being surveyed.

Shortly after 3 a.m. yesterday a watchman pacing the docks sniffed the pungent smell of burning materials, and felt a suggestion of heat emanating from No. 2 hold. He investigated and immediately gave the alarm, when it was discovered that the cargo was on fire.

A call for assistance was immediately sent, the fire-fighting apparatus on board the vessel not being able to get the fire under control, and by the time the French Municipal Fire Brigade had arrived the fire had obtained a good grip. Even so, in a short time the Brigade was able to get the better of the fire, and shortly after it was totally extinguished, but not before considerable damage had been done.

The Shanghai Municipal Fire Brigade sent a rescue van to the scene of the fire but it was not wanted.

It is not yet known when the Yingchow will sail for Canton. It is stated that the vessel is not materially damaged, and as soon as the damaged cargo has been surveyed and extricated the vessel will be able to proceed on her way.

Apart from the fire on the ship, Shanghai was singularly free from alarms over the week-end; the only other call being to Pakhoi Road where a number of Chinese shops blazed up and the fire was not under control before ten floors had been destroyed and several drying stages damaged. There was no loss of life, despite the rapidity with which the flames spread, all the occupants making good their escape from the blazing buildings.—Shanghai Times.

H.E. THE GOVERNOR AT A.D.C. SHOW.

"SPLENDID SUCCESS OF "ON APPROVAL"

His Excellency the Governor was among the large audience which expressed its thorough approval of the presentation of "On Approval" by the A.D.C. last night. If anything, the performance achieved a higher standard of merit than on earlier nights, and the burst of applause at the conclusion indicated the high appreciation felt.

Any criticism that might be forthcoming is the fault of the dialogue and not of the players, who carry through difficult roles of not over-pleasant people with remarkable skill. Acting is never overdone, which is perhaps the best compliment payable to amateur artists. The stage effect is admirable.

The dressing and staging of the production are two of its most striking features. The frocks were specially designed by Madame Sarraute, the well-known Parisian Couturiere of Asiatic Building, under the personal supervision of the indefatigable producer, Mrs. F. G. Hunt, and are perfectly delightful.

The entire furnishing of the stage was kindly undertaken by Messrs. Lane, Crawford Ltd., under the direction of Mr. H. E. Scriven, again under the watchful eye of the producer with her many years' stage experience.

THE BANVARD SEASON.

MATINEES TO-DAY AND TO-MORROW.

A repeat performance of "Oh, Kay" was given by the Banvard Musical Comedy Company at the Star Theatre last evening. One of the most popular musical comedies of the season, it found much favour with the audience, through the medium of a number of musical hits and of a chain of witty dialogues. The members of the Company acquitted themselves splendidly, and they met with a warm reception.

"Tip Toes," which met with such an enthusiastic reception the other night, will be repeated at the matinee to-day and "Clowns in Clover" to-night. The "Follies Bergere" will be staged at the five o'clock performance on Sunday, being followed by the "Review of Revues" at night. A farewell performance of the latter piece will be given on Monday at 9.15 p.m.

WIRELESS STATION FOR ABYSSINIA.

ANOTHER EASTERN RULER LOOKS WEST.

Negus Tafari of Abyssinia, rapidly giving evidence of the direction in which he is going to utilise his recently acquired powers, has decided to establish an international wireless station at Addis Ababa.

For many years the reactionary forces in Abyssinia have successfully opposed the establishment of a wireless station either by their own Government or by foreign enterprise; and any wireless news filtering into Abyssinia had to come via Aden by post, or through the small private receiving plants of the Italian and (recently) the German Legations.

Now the King has cut the Gordian knot, and has adopted the very modern method of advertising for tenders through the Abyssinian equivalent of our P.M.C.

The changes which this innovation will introduce into the remote mountain kingdom are likely to be far-reaching. The grip of the King's government on the more remote provinces—always rather nebulous—will be vastly strengthened.

British Opportunity.

One of the details insisted upon by the Ethiopian Government in its official notification is that the new installation must include "A transmitting station of 20 to 25 kilowatts for wave lengths of 10 to 50 metres capable of working permanently with Europe—Berlin, London, Paris, and Rome. A complete receiving station capable of receiving from the above-mentioned stations and in addition from America."

In addition five minor receiving and transmitting stations are to be erected in different parts of the interior. Unfortunately the latest date allowed for receipt of tenders (28 February, 1929) does not give much time for preparation, but it is to be hoped that the work may be secured for this country.

MAJESTIC THEATRE.

"VENUS OF VENICE."

If you were an impulsive little madcap, fallen under the domination of a wily crook and driven into a life of thievery along the canals of Venice—and you wriggled from the grasp of the police into the protecting arms of a handsome American artist—and he took you into his home "to give you a decent chance"—and his fiancée arrived unexpectedly and found you together—what would you do?

This is just one of the difficult situations in which Constance Talmadge finds herself in "Venus of Venice" her latest comedy drama which is the current attraction at the Majestic Theatre, Kowloon, and which will be shown until to-morrow.

Produced by Joseph M. Schenck for First National release in the lavish manner that has come to be an accepted characteristic of Constance Talmadge pictures, "Venus of Venice" is hailed by critics as being a greater success than "Her Sister from Paris." The story details the amazing activities of a mischievous canal girl in Venice, and her surprising romance with an American artist.

Miss Talmadge's portrayal of "Carlotta," alias the "Water Rat" carries her from intense dramatic height to sparkling comedy, and through the entire range of histrionic possibilities, that lies between the two. The American artist, through whose acquaintance she is plunged into the most exciting experiences of her eventful life is played by Antonio Moreno.

BILLIARDS.

WARDERS MESS DEFEATS P.O.'S OF H.M.S. KENT.

A very sociable evening was spent in the Warders' Mess on Thursday, when a team from the C. & P. O.'s Social Club, H.M.S. Kent, opposed the Prison Dept.

Three games of 150 points each were played, and then Mr. A. J. Osmund, the local champion, played an exhibition match of 500 points up with Mr. Vas and comfortably won a well contested game by 154 points. Mr. Osmund's best breaks of the evening were—23, 23, 30, 30, 30, 34, 74, and 25 unbroken. Mr. Vas completed 21, 22, 24, 26, and 47. Scores: Osmund 500; Vas 349.

The remaining three games of the evening were of 100 points each and the Warders ran out winners by 317 points; the scores being:

Warders.	H.M.S. Kent.
Mr. Pilo	150 C.P.O. Ellison 123
" Gooding	150 " Blood-
" Lacey	150 " Wood 49
" Johnston	100 " Ackhurst 59
" Goodland	100 " Woods 70
" Brimble-	
combs	100 " Fryer 37
	750 433

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FAMOUS THINKER'S NEW THEORY.

(Continued from Page 5.)

Einstein paused. To his hearer, the feeling of having listened to words which in the best and least sentimental sense of Matthew Arnold's phrase might well be described as words of "sweetness and light" was coloured pleasantly by the tone of Einstein's voice. Its melodious accents seemed the perfect vehicle for the transmission of clarified thought.

"So," continued Einstein, "my attempt was to find by speculative mathematical methods this unity in the forces of nature."

"Speculative physics has of late been reborn. But to its great harm, and quite unjustly, many persons still contend against the speculative factor in physics."

"I need only recall that during the classical period—the great period of physics—thought was always speculative. When Newton postulated absolute pure space, free of substance, he knew that this space was the speculative element in his physics. He knew the weakness of this concept of space, but he needed it, and that he consciously used his theory despite the weakness he knew was in it, constitutes his greatness."

"After that, for a very long time, physicists lacked the speculative will to bring about the unification of our view of the cosmos."

A New Step Forward.

"The famous physicist, Ernest Mach, was the first to set forth, at the beginning of his theoretical physics, a philosophical principle."

"This was the demand that the structure of physics should be erected with the smallest possible number of hypotheses. Progress in this direction was achieved by the relativity theory, which put upon the same footing the phenomena of weight or gravitation and the phenomena of inertia."

"To explain inertia, Newton had to postulate absolute space."

"According to the general theory of relativity, the forces which cause a stone to fall to the earth are the same as the forces which shove the traveller forward in his seat when the train in which he is riding suddenly stops."

"In the same way, the relativity theory reduced to one formula all laws which govern space, time and gravitation, and thus it corresponded to the demand for simplification of our physical concepts."

"The purpose of my work is to further this simplification, and particularly to reduce to one formula the explanation of the field of gravity and of the field of electro-magnetism. For this reason I call it a contribution to a unified field theory."

"I presume that it may be of the same significance for our concepts of nature, as were the discoveries of Maxwell and Hertz about the nature of electric waves. They revealed that electro-magnetism—that most mysterious force—is fundamentally of the same nature as that of light—one of the phenomena best known to us."

Problems of Ray System.

"Hertz proved that what is true of light is also true of electric rays. We knew that light rays could be reflected in mirrors and could be broken up in various media, and could be concentrated by concave mirrors. Hertz proved that electric rays could be treated in the same way."

"Whole evolution of physics has gone in this direction toward harmonisation."

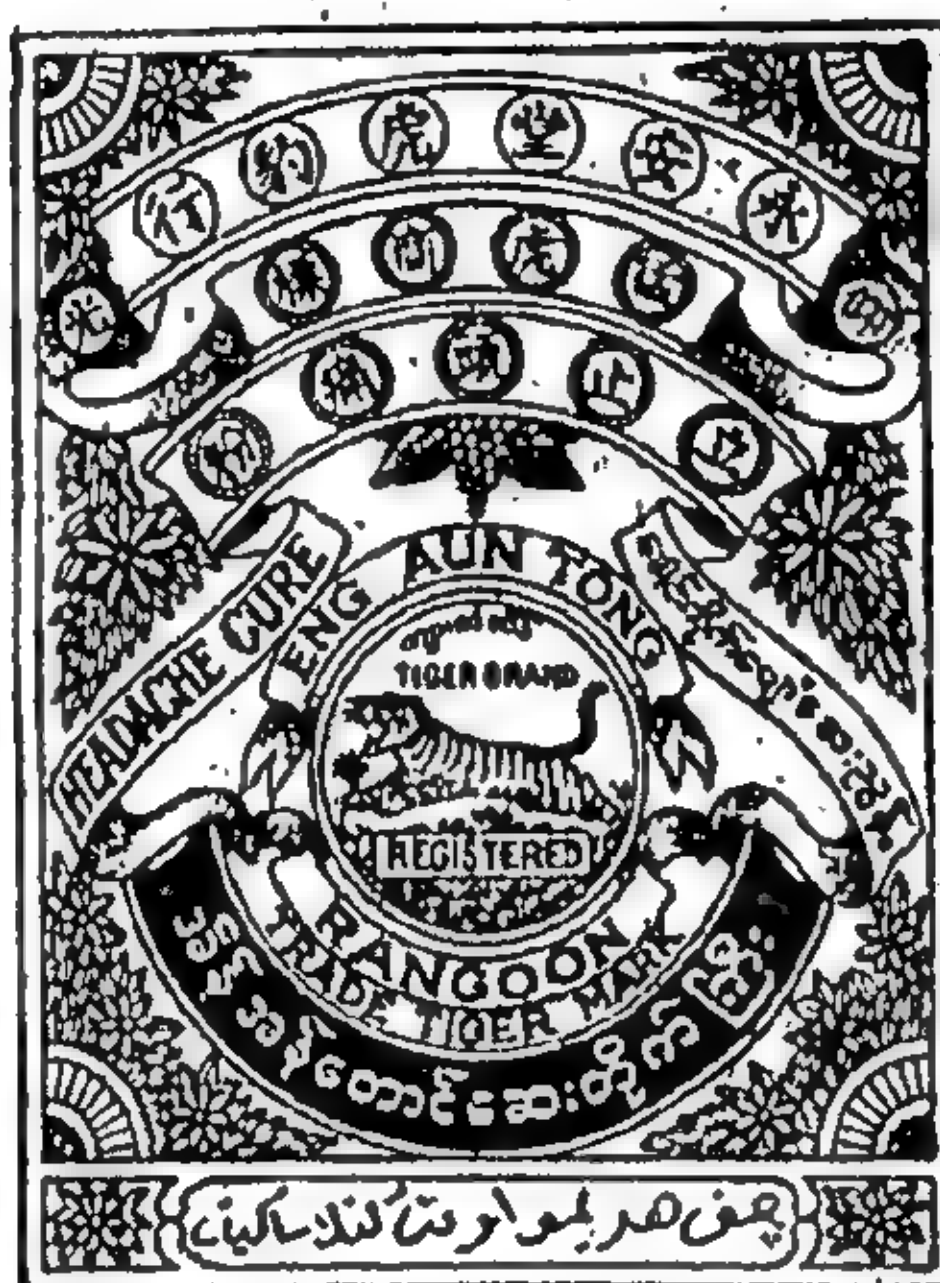
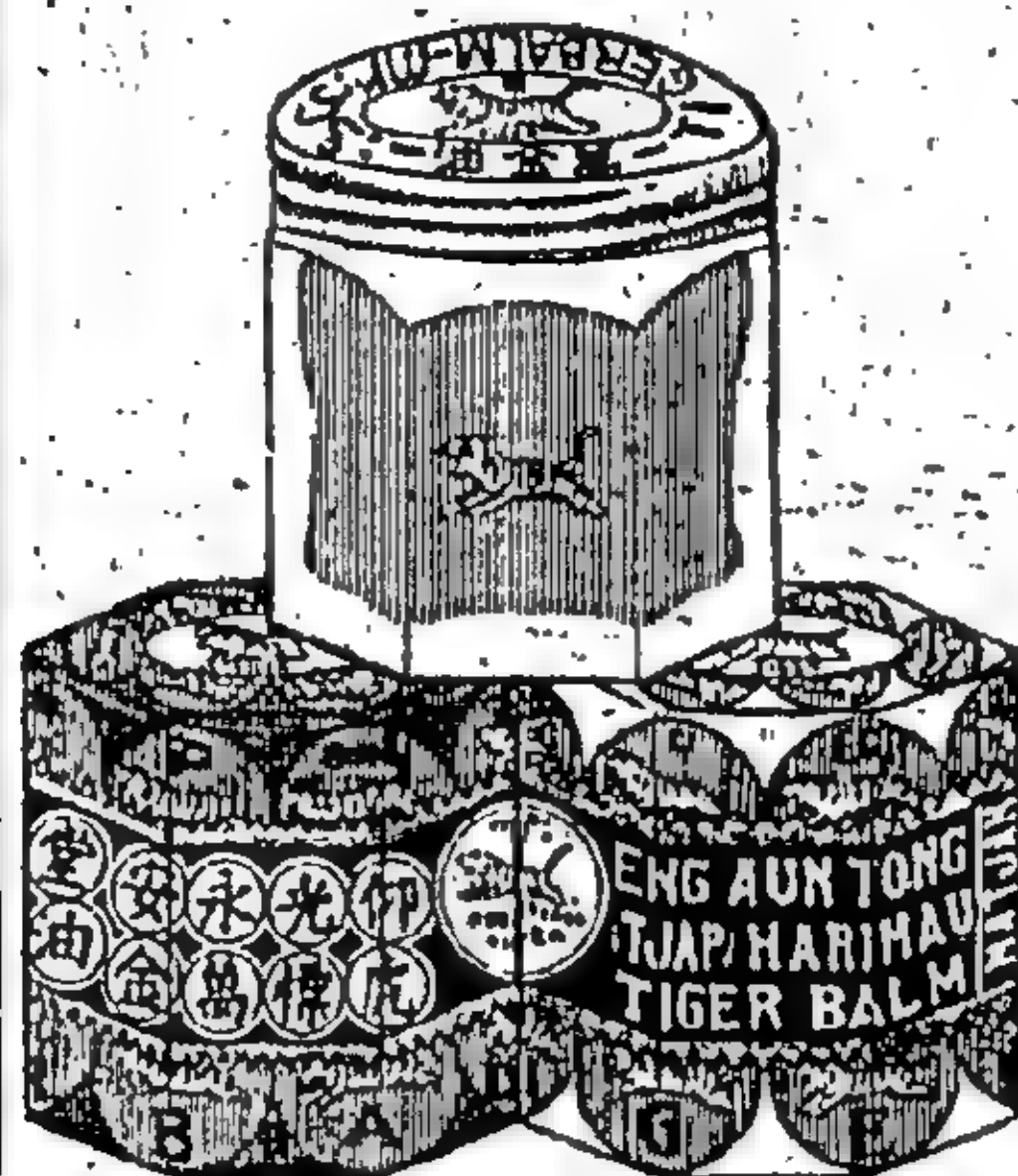
"How far we have gone!" exclaimed Einstein, "towards explaining the whole system of rays!"

"Take, for example, that magnificent system of the spectrum which, we recognise to-day, comprehends every form of radiation of energy, from invisible ultra-violet rays, only chemically perceptible and measuring only a few ten thousandths of a millimetre, through the visible light rays, and down to electric rays—whose wavelengths, as used in radio telegraphy, reach to many kilometres."

"Now, but only now, we know that the force which moves electrons in their ellipses about the nuclei of atoms is the same force which moves our earth in its annual course about the sun, and is the same force which brings to us the rays of light and heat which make life possible upon this planet."

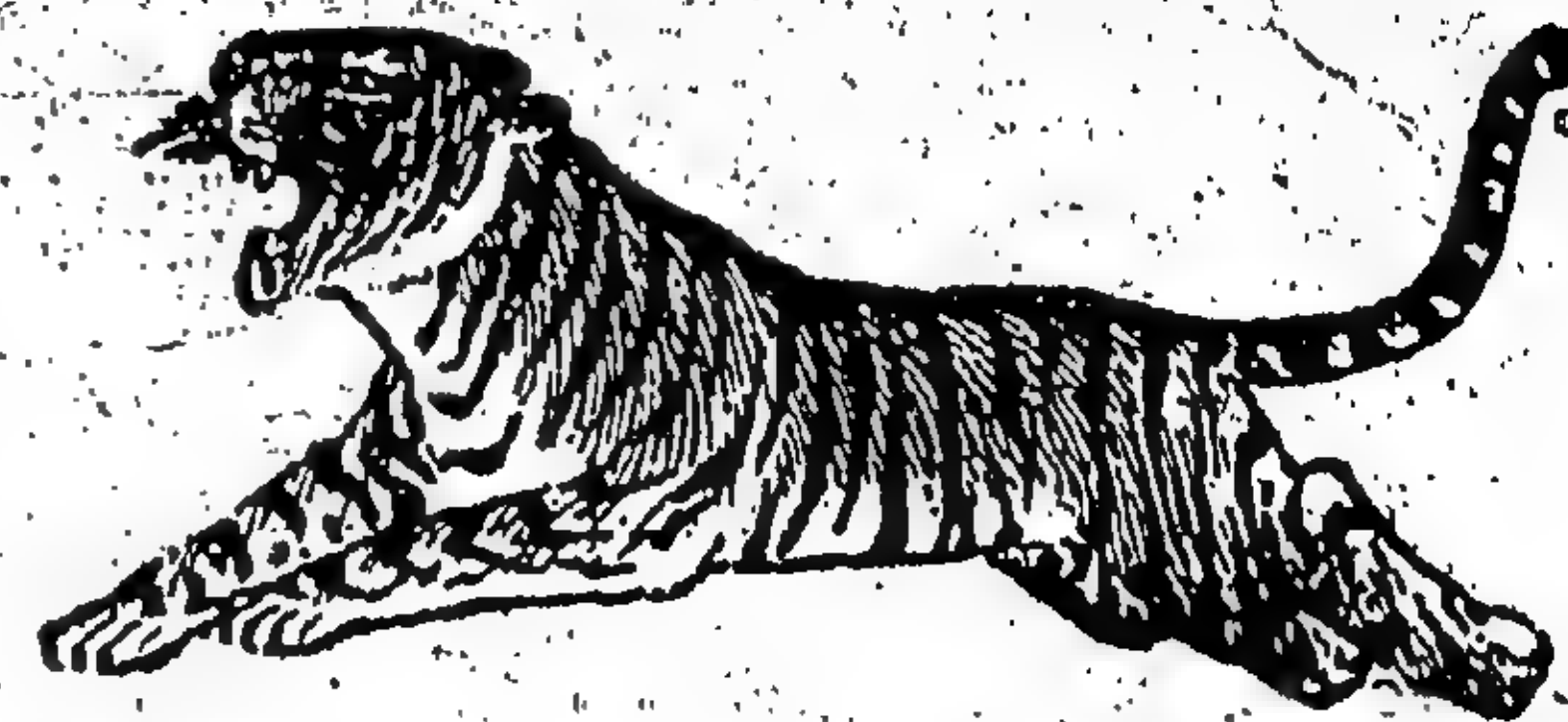
Einstein's work will become available for the public within a few days.

Orders for copies have come in from physicists all over the world. Mathematicians will first busy themselves with checking his argument, but afterwards his proof will be in the hand of physicists, who, with laboratory apparatus, and perhaps also with astronomical observations, may be able to confirm the conclusion of this latest contribution from the first thinker of the twentieth century.



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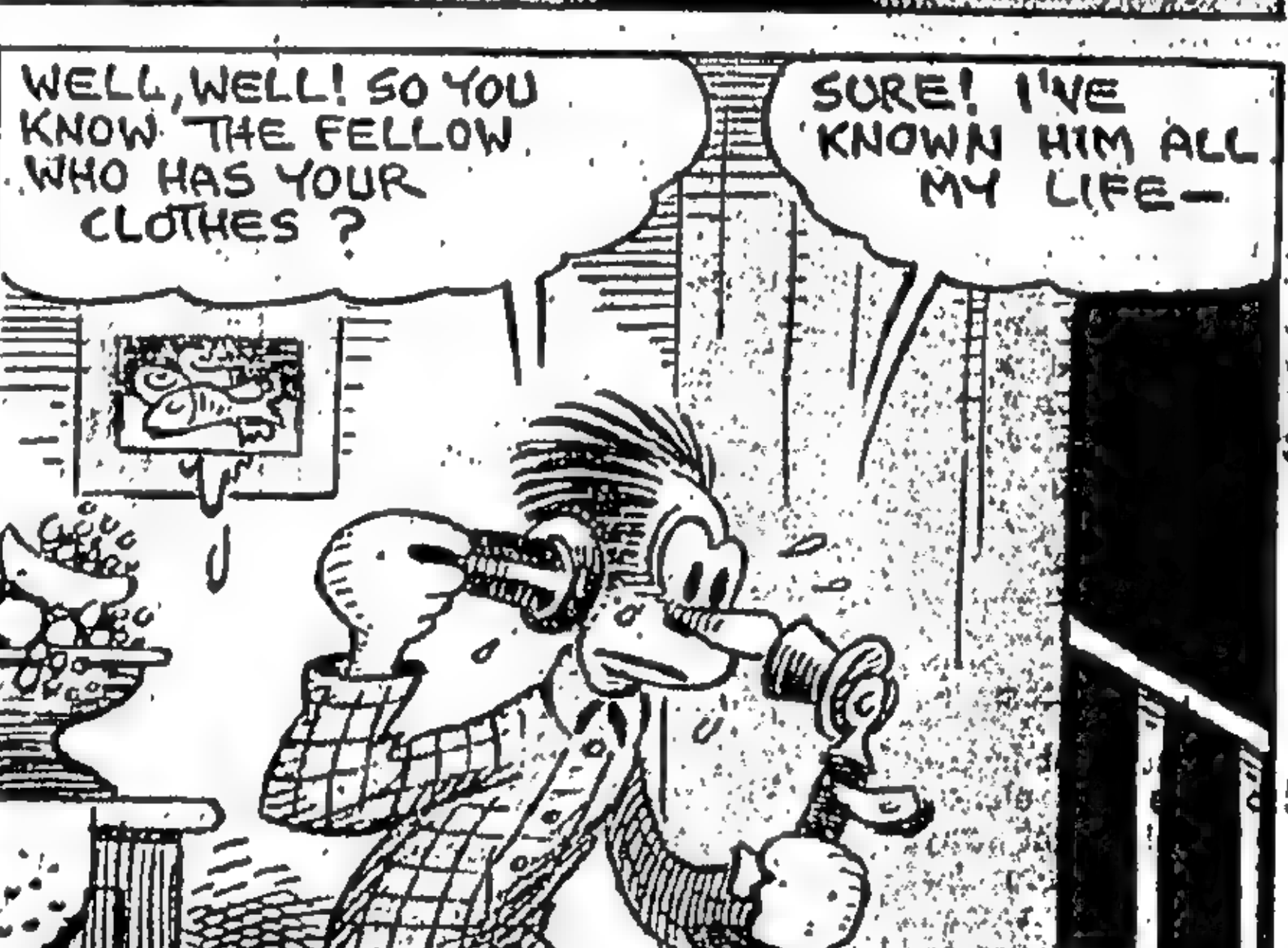
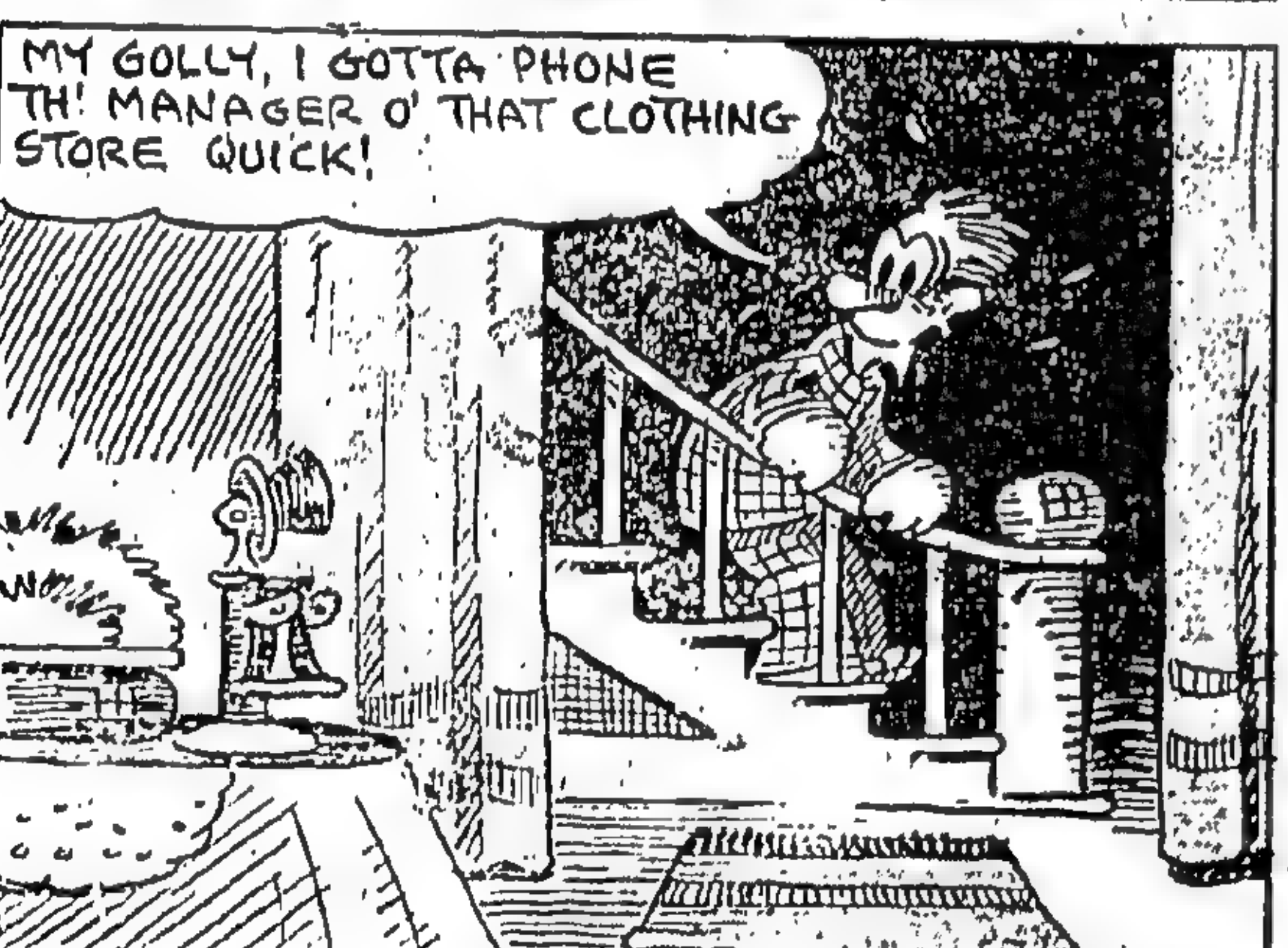
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Papide Wave Stationery of Quality. Stocked in Pads, Compacts, Note Paper and Envelopes. Shades of Blue, Cream and Mauve. \$1.00 each.	Reflecta Mirrors. High Grade Bevelled Mirror Encased in Strong Metal Frame. Adaptable to Hang or Stand. Size 9 x 6. \$1.00 each.	Prima Briar Pipes. A very Cool Smoking Briar. London Made. Fitted with Push-In Stem. Stocked in various shapes. \$1.00 for 3.	Palm Toilet Soap. Pure Soap Manufactured with Palm Oils. Lathers Easily. Very Economical in use. Special Value. \$1.00 for 6 Tabs.	Maryl Writing Pads. Containing 50 Sheets of Good Quality Super-Fine Bank Paper Ruled Point. \$1.00 for 5.	Mazella Grepe Toilet Rolls. This Paper is Soft, Soluble and Tough. It is made from Pure Materials and Guaranteed Non-Injurious. Prepared in England. \$1.00 for 6.	Nail Brushes. English Made. Plain Beechwood Backs. Good Stiff Bristles. Equally Suitable for other Household Purposes. \$1.00 for 4.

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ORCHID.
BY ELEANOR EARLY.

CHAPTER XIII.

Ashtoreth shared her stateroom with an incredible woman of doubtful antecedents. Her name was Mona de Musset, and she was returning to her home in Guadeloupe.

She was a tall, dark creature, with red lips and a luminous smile. Her hair was long and very black, and she knotted it with beautiful simplicity at the back of her neck. When the printed passenger lists appeared, everybody began to conjecture about Mademoiselle de Musset. It was a coincidence that her first name was Mona, because people thought immediately of Mona Lisa, and declared that the two looked alike.

"The same mysterious smile," they said.

Ashtoreth, who considered the original Mona absurdly overrated, thought her roommate exceedingly more beautiful.

She wore long earrings. And her dinner gown was the most daring ever seen. They were slashed in a narrow V to her waist at the back. And the undulating bodice extended, surprisingly to a high neck, that swathed her slim throat like a bandage.

It was not until Mademoiselle raised her arms that one beheld the triumph of those gowns. For suddenly she looked bare to her slim waist! It was as if Venus, pretending modesty, had tucked a napkin under her chin.

Her dress, that first evening, was cloth of gold. On her bare feet she wore green pumps. And in her ears, barbaric jade, that kissed her sleek brown shoulders.

Ashtoreth, who had been reading on the boat deck, powdered her nose when the dinner bugle blew, and hurried to the dining saloon. She was wearing the crepe de chine that had taken such a beautiful shade of brown. And, with it, Sadie's camel's hair coat and the little suede hat that hugged her ears.

She found her place at the first officer's table. And beside her sat Mademoiselle de Musset.

The very air was charged with excitement. Married women glared at their husbands. Spinners averted their pious gaze. And the room buzzed with the acrid comments and observations of the pure.

Mademoiselle de Musset spoke cordially to Ashtoreth, and then devoted herself to the first officer. When they left the dining room she slipped her arm through Ashtoreth's.

As they ascended the stairs she remarked quite audibly, "You and I, Mademoiselle, are the only women in the room with beautiful bodies, eh? The rest—if they should lose their clothes—they would be obscene."

Then, without waiting for an answer, she continued in a throaty voice that carried embarrassingly: "They look like dumb-bells run over by the express train—the good, fat, married ladies. Or drunken dollar marks, eh?"

Ashtoreth felt acutely uncomfortable. She knew, with a horrid certainty, that if she were friendly with Mademoiselle, she would have no other friends aboard. But how could she possibly snub the woman with whom she roomed? She wished frantically that she had been able to afford a single stateroom. Maybe the purser would let her have another cabin. If Maizie could only see her now! Or Monty. Or Mr. Hart. Arm in arm with Mademoiselle de Musset!

Mademoiselle picked up a feathered wrap and they strolled together to the promenade deck.

"If we are roommates," she suggested, "we shall be friends, eh?"

She had a delightful French accent. And her funny little "ehs" were quaint and foreign. There was something at once fascinating and repellent about the woman. So that Ashtoreth was reminded of a gorgeous snake she had seen, embracing a Hindu at the circus. All shining green and gold. Weaving back and forth, sensuously. She shuddered at the recollection as she had shuddered when she saw the reptile.

"Let us talk," proposed Mademoiselle; and calling a deck steward, had their deck chairs placed together.

She settled herself languidly, crossing her slim ankles and pillowing her dark head on her upstretched arms. Her wrap had slipped from her shoulders and she tossed it carelessly across her knees.

Mademoiselle considered the stars.

"The fat women," she said, "and all the skinny ones—they make me angry. And so I am warm."

She sighed profoundly.

"I hate women," she remarked, and her voice had a curious quality. It was a deep, soft voice, and vibrant with feeling.

She appraised Ashtoreth critically in the light of a brilliant moon.

"You are very beautiful," she pronounced unexpectedly.

And Ashtoreth suddenly felt childish and very stupid, having no answer to make.

"So the women are also jealous of you, eh?" pursued the other.

"Jealous? Oh no!"

"You are on the stage?" inquired Mademoiselle.

"Why, no."

Ashtoreth hesitated. It seemed quite unnecessary to tell this dazzling creature that she was a stenographer and worked in an office.

"Monsieur," Mademoiselle shrugged her eloquent shoulders. "Beautiful women make their living by exhibiting themselves, is it not so? On the stage, may be. Or they are the jewels of some rich men. It is the same thing. And the others who can not exhibit, because they are ugly—they are jealous. But we will be friends, eh?"

She reached to touch Ashtoreth's knee.

"I go," she said, "to my home in Guadeloupe, to see who lives. The hurricane killed 600 people there. And I have no word. So I come from Paris to see."

"Your people live there?" asked Ashtoreth, quickly sympathetic.

"My friends," said Mademoiselle; and, abruptly, changed the subject.

"Is it your first trip? You will love it very much. But you should have a man, Mademoiselle, to make love beneath the moon. It is too bad to be alone."

She gathered her wrap quickly about her shoulders and shivered.

"But you have no man," laughed Ashtoreth.

"Non."

Mademoiselle sat up quickly and looked her long brown arms about her knees. For a moment she stared across the dark water. Then, rousing herself, sprang quickly to her feet.

"Shall we have a drink?" she asked. "The bar is open. It will warm us."

Ashtoreth had never been in a bar before. Afraid of seeming uninitiated, she agreed, a little dubiously.

To her surprise the "bar" was an informal lounge where the passengers sat about small tables. Some of them were playing bridge, with tall glasses at their hands. Everybody looked up when she and Mademoiselle came in. And three portly females left the room. Followed shortly by two thin ones.

Mademoiselle led the way to the table just vacated.

"Old maids!" she pronounced, her glance following them through the door. "You can always tell, eh? Because old maids are born, and not made."

She chuckled quietly at her little joke, and Ashtoreth found her soft laugh delightfully thrilling.

"Most women," she observed, "are good because they never had a chance to be anything else. And that makes them angry, *ma chérie*."

She called for whiskey and soda, and sandwiches. But Ashtoreth, remembering Maizie's parting admonition, declined the proffered drink.

Maizie had put her arms about her and whispered in her ear, "Don't do anything, Baby Lamb, you wouldn't want Mother to know about."

And Ashtoreth, with a lump in her throat and hot tears stinging her eyelids, had pressed her mother closer and promised, like a little child.

"All right, Mamma. I'll be good."

Mademoiselle chattered inconsequentially, and began to tell risqué stories. Ashtoreth never knew whether or not they were really bad, because she had neither native appreciation nor training for crude jokes. But Mademoiselle laughed her pretty, throaty laugh. And, when all the respectable women had left, the first officer joined them at their table. It was then that Ashtoreth excused herself.

"I'm so sleepy," she begged, "you don't care if I go down?"

"Non. Non, *mon chérie*," Mademoiselle placed her two brown hands on Ashtoreth's slim white fingers. "Sweet dreams, *mon petit chon*."

The first officer laughed.

"Do you know what Mademoiselle called you?" he asked Ashtoreth. "Her little cabbage!"

The Frenchwoman slipped her hands up Ashtoreth's wrists.

It is the sweetest little word I know," she said. "*Mon petit chon*." That is what lovers call each other.

CHURCH NOTICES.

To-morrow the Second
Sunday in Lent.

LOCAL SERVICES.

St. John's Cathedral, Hongkong, February 24th, 1929, 2nd Sunday in Lent. Holy Communion 8 a.m. Children's Service 10 a.m. Peak Sunday School 10 a.m. Matins 11 a.m. Preacher: The Dean. Evensong 6 p.m. Preacher: Rev. H. V. Koop. Social Evening in Cathedral Hall after Evensong. Wednesday 5.30 p.m. Evensong and address by Rev. F. Freeman R.N.

First Church of Christ Scientist, Macdonnell Road, below Bowen Road Tram Station. Sunday Service, 11.15 a.m. Subject "Mind." The Sunday School is held on Sunday Mornings at 10 o'clock. Wednesday Evening Meeting at 5.30 p.m. Reading Room at above address open Tuesday and Friday, 10 a.m. at 12 noon. Monday and Thursday, 5 to 7 p.m. The Public is cordially invited to attend the service and visit the Reading Room. Branch of The Mother Church, The First Church of Christ Scientist, in Boston, Mass U.S.A.

Wesleyan Methodist Church, Queen's Road East, Sunday Services, Morning 10.15 a.m. Preacher Mr. P. Sands, M.A. Evening 6 p.m. Preacher Mr. A. H. Gardner, Sunday School 3 p.m. Sailors and Soldiers Home, Praya East, Sundays 3 p.m. Men's Bible Class 8.15 p.m. Service Men's Social Hour (With special Solist) Wednesday, Gospel Meeting for Service Men.

NOTICE.

NOTICE is hereby given that the Hongkong Stock Exchange will be CLOSED at Noon on Race Days on Monday 25th, Tuesday 26th, Wednesday 27th, February and Saturday 2nd March.

By Order of the Committee,
A. NISSIM,
Secretary.

RACE HOLIDAYS.

The Exchange Banks will open for the transaction of public business at 9.30 a.m. on Monday, Tuesday and Wednesday, the 25th, 26th and 27th instant, and close at 12 noon.

Hongkong, February 21st, 1929.

NOTICE.

NOTICE is hereby given that the Hongkong Sharebrokers' Association will be closed at Noon on Race Days, on Monday, 25th, Tuesday, 26th, Wednesday, 27th February and Saturday, 2nd March.

By Order of the Committee,
W. J. CARROLL,
Secretary.

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Government and Admiralty Coal Contractors.
HOUSE COAL.

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Upper Level \$22.00 " "
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Central Office \$20.00 " "
Kowloon \$17.00 " "
The above prices include delivery charges to destination.

Following the death of Lady Lugard, Lord Lugard is suffering from over-exhaustion, and is seriously indisposed, says a Home paper of Jan. 31. The latest report is that the patient's condition is unchanged and gives cause for anxiety.

In my country. It is pretty, eh?" Ashtoreth regarded the first officer superiorly. She was annoyed because he had not joined them while there were other passengers about. His arrival, she knew, had been discreetly timed. She hoped that Mademoiselle would not favour him with her entrancing presence on the deserted deck.

"I think," she informed him loftily, "that it's an awfully cute little word."

She bade him good night and went to her stateroom. The glamour of the mysterious lady was all about. Pervading the little cabin with exotic scents and warm enchantment.

(To Be Continued.)

BANKS.

HONGKONG AND SHANGHAI BANKING CORPORATION.

Authorized Capital \$20,000,000
Issued and Fully Paid-up \$20,000,000
Reserve Fund \$1,000,000
Reserve Liability of Proprietors \$1,000,000

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Current Accounts opened in Local Currency and Fixed Deposits received for one year or shorter periods at rates which will be quoted on application. Hongkong, 6th June, 1928.

HONGKONG SAVINGS BANK.

The Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

FOR THE HONGKONG AND SHANGHAI BANKING CORPORATION.
A. C. HYNES,
Chief Manager.

Hongkong, 15th September, 1927.

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(Netherlands Trading Society.)

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ESTABLISHED 1854.

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Hongkong, 30th July, 1927.

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Capital (fully paid up) £ 1,000,000.
Reserve Fund £ 1,000,000.

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Head Office: Amsterdam.
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O. STERNITZ,
Manager.

Hongkong, 30th July, 1927.

THE BANK OF CANTON LIMITED.

(Established 1812.)

Head Office: Hongkong.

Authorized Capital \$10,000,000.
Paid-Up Capital \$10,000,000.
Reserve Fund \$10,000,000.

BRANCHES:

Canton, Shanghai, Hankow, Peking, Tientsin, Hongkong, Kowloon, New York and San Francisco.

LONDON BRANCHES:

The Bank of Canton, Limited.
Correspondents in all principal cities of the world.

Safe Deposit Boxes (various sizes) at yearly rental of from \$5 to \$100.

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Chief Manager.

Hongkong, 15th February, 1927.

THE MERCANTILE BANK OF INDIA, LIMITED.

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Head Office: 15, Gracechurch Street, London, E.C. 4.

Authorized Capital £ 2,000,000.
Paid-Up Capital £ 2,000,000.
Reserve Fund £ 2,000,000.

BRANCHES:

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Head Office: Hongkong.

Authorized Capital \$10,000,000.
Paid-Up Capital \$10,000,000.
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BRANCHES:

Bombay, Calcutta, Canton, Cebu, Hongkong, Kobe, London, Lyons, Manila, Peking, Penang, Rangoon, Rotterdam, Shanghai, Singapore, Soerabaya, Suez, Tientsin, Yokohama.

Head Office: Hongkong.

Authorized Capital \$10,000,000.
Paid-Up Capital \$10,000,000.
Reserve Fund \$10,000,000.

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Head Office: Hongkong.

Authorized Capital \$10,000,000.
Paid-Up Capital \$10,000,000.
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Paid-Up Capital \$10,000,000.
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Paid-Up Capital \$10,000,000.
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Head Office: Hongkong.

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Head Office: Hongkong.

Authorized Capital \$10,000,000.
Paid-Up Capital \$10,000,000.
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HEAD OFFICE: LONDON.

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Current Accounts opened in Local Currency and Fixed Deposits received for one year or shorter periods at rates which will be quoted on application. Hongkong, 15th March, 1929.

THE NATIONAL CITY BANK OF NEW YORK.

Capital, Surplus and Undivided Profits \$166,983,905.

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Head Office: Hongkong.

Authorized Capital \$10,000,000.
Paid-Up Capital \$10,000,000.
Reserve Fund \$10,000,000.

BRANCHES:

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THE EAST ASIATIC CO. LTD.

COPENHAGEN.

The Motor Vessel,

"AUSTRALIEN"

having arrived, consignees of cargo are hereby informed that all goods are being landed and placed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where delivery can be obtained as soon as the goods are landed.

No claims will be admitted after the goods have left the Godowns and all goods remaining undelivered after the 28th February, 1929, at 4 p.m. will be subject to rent.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined by Messrs. Anderson and Asho on the 27th February, 1929, at 10 a.m.

All claims against the vessel must be presented to the Underinsured before the 2nd March, 1929, or they will not be recognised.

No Fire Insurance will be effected. Bills of Lading will be countersigned by

JOHN MANNERS & CO., LTD.

Hongkong, 21st February, 1929.

CONSIGNEES' NOTICES.

THE BEN LINE STEAMERS, LIMITED.

From MIDDLESBRO' DUNKIRK, LONDON, STRAITS and PHILIPPINES.

The Steamship,

"BENVANNOCH"

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the goods have left the Godowns, and all Goods remaining undelivered after the 28th February, 1929, will be subject to rent.

All claims against the steamer must be presented to the Underinsured on or before the 14th March, 1929, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 27th February, 1929, at 10 a.m. by Messrs. Goddard and Douglass.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO., LTD.

Hongkong, 21st February, 1929.

ROBBERY RECALLED.

CHARGE AGAINST ALLEGED RECEIVER FAILS.

An unsuccessful charge of receiving several articles of jewellery, the proceeds of an armed robbery committed at No. 251, Laitchikok Road, Shamshui on February 8, was brought against a young Chinese before Mr. T. S. Whyte Smith at the Kowloon Magistracy yesterday afternoon.

Detective Sergeant Brittain outlining the case, said that at 2 a.m. on February 8, the complainant, a married woman residing at No. 251 Laitchikok Road, was robbed of several articles of jewellery. At noon on the same day a warrant was executed at No. 80, Nam Cheung Street where the stolen property was recovered from a hole in the wall near a bed which was occupied by the defendant. Later a jade bangle was found in another hole in the wall near the defendant's room.

Giving evidence, the complainant recalled the robbery and said that on attempting to give the alarm she was gagged and bound.

A Chinese detective informed the court that the place where the jewellery was found was at the head of an upper bunk and could not be reached from the floor. The defendant claimed this bunk as his, another man occupying the lower one.

The principal tenant of the floor said that the defendant, his uncle and aunt occupied the room. The two men slept on the upper bunk and the woman on the lower one.

His Worship intimated that this altered the complexion of the case and later discharged the defendant.

"GROSS DELAY."

JUDGE'S SHARP COMMENT IN INCOME TAX APPEAL.

"This is shocking delay," declared Mr. Justice Rowlett in the King's Bench Division during his judgment in an appeal concerning taxation upon a company in the period 1917-1924.

The Special Commissioners heard the appeal first in February, 1927, and the matter now came into court on the Crown's appeal from their decision.

"I again feel it my duty," said his Lordship, "to call attention to this gross delay. This case raises a question which touches not merely the rights of individual parties, but also deals with the construction of legislation, introduced in 1916, which affects the affairs of many people."

"In my judgment it is a shocking thing that these matters should drag on in this way, whether you look at it from the point of view of the public, whose affairs could not be settled while these questions are outstanding, or from the point of view of the revenue authorities, who are supposed to raise from income tax yearly a sum of money for the services of the current year."

"I have drawn attention to this before but it has not done any good. I do not say where the fault is. All I do is to draw attention to a situation which is extremely regrettable."

ACCUSED RELEASED.

POLICE UNABLE TO PROVE NOTES FORGERIES.

Because no means had hitherto been available to prove that the bills were forgeries, the police yesterday withdrew the case against two Chinese who had been held for some time in connexion with the possession of two allegedly apocryphal notes purporting to be of the \$20 Gold denomination issued by the Imperial Bank of Canada.

It will be recalled that on January 30, two men called at the Prince Cafe, at Beaconsfield Arcade, and consumed food, as well as purchasing goods to the value of \$39.60. They tendered a \$20 Imperial Bank note, which was afterwards declared by a money-changer to whom it was taken, to be a forgery.

One of the men was then charged with uttering while his companion, as the result of the discovery of another doubtful note, was charged with possession.

After a number of remands, Detective Sergeant Whant at the Central Magistracy yesterday made an application to Mr. E. W. Hamilton, for permission to withdraw the case against both the accused. In doing so, he stated the police had been unable definitely to prove or get evidence that the notes were forgeries. They had been unable to get any genuine note of the same issue and denomination for the purposes of comparison.

The Defence, Mr. Leo D'Almada e Castro, Junr. for the defence, said he understood the police desired to retain one of the notes for further enquiries. Mr. D'Almada e Castro mentioned that had the case been proceeded with, the defence would have been that when the first accused handed over one of the notes as payment to the Cafe in question, he told the man there that he was not sure either way, when the genuineness of the note was called into question. Being doubtful, he requested the man of the Cafe, to make enquiries about it. The facts were, as Mr. D'Almada understood from the police, that the money-changer refused, flatly declined, to accept the notes, although he was unable to state any reason for thinking that they were forgeries.

Detective Sergeant Whant stated he could prove that the two notes were given to the first accused as a loan.

His Worship said that his intention was to make an order that while he discharged the accused, the notes be retained in the custody of the police for a period of six months, which he felt was a reasonable arrangement. If at the end of that period, the police were unable to produce evidence before him that they were forgeries, the notes would be returned to the accused.

Mr. D'Almada e Castro pointed out that he could always make an application for their return.

To be Sent to Canada.

Detective Sergeant Whant said the police would require at least two months in which to send the notes to Canada for examination.

Mr. Hamilton said it was to be understood that on application

COMPANY REPORT.

THE GREEN ISLAND CEMENT COMPANY, LTD.

The report for presentation to shareholders of the Green Island Cement Company, Ltd. at the fortieth annual meeting to be held at St. George's Building on Wednesday, March 13, states:

The Board of Directors have now to lay before the shareholders a statement of accounts, and balance sheet for the year ended 31st December, 1928.

The profit for the year is \$137,941.90

The amount brought forward from the previous year 71,960.71

The balance to be dealt with is \$209,902.61

which it is recommended should be applied as follows:

To place to Reserve Fund \$100,000.00

To place to Reserve for New Plant 50,000.00

To write off Deep Water Bay Works: Buildings and Machinery \$30,000.00 Stocks 20,000.00

and carry forward to credit of next year's account 9,902.61

\$209,902.61

Directors.

During the year Mr. J. Scott Harrison resigned but rejoined the Board on returning from leave.

Under Article XII (14) of the Articles of Association, Messrs. J. Scott Harrison and Conrad P. Mendham retire, but being eligible offer themselves for re-election.

Auditors.

The accounts have been audited by Messrs. Linstead and Davis and Messrs. Lowe, Bingham and Matthews, chartered accountants, who are eligible for re-appointment.

the police must produce the notes. Sergeant Whant said that the fact must not be lost sight of, that the complainant firm were losers to the extent of \$39.60, and he suggested that the order "would not be complete without a requirement that money" found on the persons of the two accused be refunded to the Cafe.

Remarking that that was another complication, Mr. Hamilton, in fixing the period for four months for the production of the notes, directed that in the event of the notes being found to be genuine after all, the necessary amount be deducted as reimbursement to the Cafe. Meanwhile, his Worship indicated that the Cafe was not to be bound by the order in any civil proceedings that they might prefer to take for an earlier return of the money.

The accused were then discharged, being informed that what was due to them would be returned at the end of the stipulated period should the notes turn out to be genuine.

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S. S.	Tons	From Hongkong (about)	Destination
MACEDONIA	11,120	2nd Mar.	Marseilles & London
KHYBER	9,135	16th Mar.	Marseilles, London & Hull
MIRZAPORE	9,114	23rd Mar.	Marseilles, London & Hull
NALDERA	6,715	1st Apr.	Straits, Colombo & B'way
KARMALA	16,088	13th Apr.	Bombay, M'les & London
MANTUA	9,128	20th Apr.	Marseilles & London
INAGORE	10,946	27th Apr.	Bombay, M'les & London
KALYAN	5,283	4th May.	Marseilles, London, A'worp, Rotterdam & Hamburg
Cargo only.	9,144	11th May.	Marseilles, London & Hull

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TAKADA	6,949	27th Feb.	S'pore, Penang & Calcutta
TALAMBA	8,018	12th Mar.	S'pore, Penang & Calcutta
TALMA	10,000	18th Mar.	S'pore, Penang & Calcutta
SANTHIA	7,754	11th Apr.	S'pore, Penang & Calcutta

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EASTERN & AUSTRALIAN SAILINGS (South)

TANDA	6,656	1st Mar.	Manila, Sandakan, Thure, Island, Townsville, B'hane, Sydney and Melbourne.
ST. ALBANS	4,500	30th Mar.	
ARAFUEA	6,000	3rd May.	

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The P. & O. Branch Service of Steamers to London via the Cape.

The New Zealand Shipping Co. Steamers to Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

TALMA	10,000	24th Feb. 6 a.m.	Amoy, S'hai, Moji, Kobe & Osaka
MIRZAPORE	6,715	25th Feb. 4 p.m.	Shanghai, Moji & Kobe
MALWA	10,986	1st Mar.	S'hai, Moji, Kobe & Yoko
INAGORE	5,283	4th Mar.	Shanghai, Moji, Kobe & Yoko
ST. ALBANS	4,500	5th Mar.	Moji, Kobe, Osaka & Yoko
KHYBER	9,114	8th Mar.	Shanghai
GAMBADA	5,307	9th Mar.	S'hai, Moji, Kobe & Osaka

All dates are approximate and subject to alteration without notice.

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Taiyo Maru Wednesday, 20th Mar.

Tonyo Maru Wednesday, 3rd Apr.

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Suwa Maru Saturday, 23rd Feb.

Fushimi Maru Saturday, 9th Mar.

Hakozaki Maru Saturday, 23rd Mar.

SYDNEY & MELBOURNE via Manila & Ports.

Tango Maru Wednesday, 20th Mar.

Aki Maru Wednesday, 24th Apr.

BOMBAY via Singapore, Penang & Colombo.

Boyo Maru Tuesday, 26th Feb.

Akita Maru Tuesday, 5th Mar.

SOUTH AMERICA (WEST COAST) via Japan, Honolulu, Los Angeles, Mexico & Panama.

Bokuyo Maru Saturday, 9th Mar.

SOUTH AMERICA (EAST COAST) via Singapore, Capetown & Ports.

Kawachi Maru Monday, 4th Mar.

NEW YORK via PANAMA.

Kako Maru Tuesday, 5th Mar.

LIVERPOOL via Port Said, Genoa & Marseilles.

Lyons Maru Sunday, 17th Mar.

CALCUTTA via Singapore, Penang & Rangoon.

Penang Maru Saturday, 2nd Mar.

Muroran Maru Friday, 8th Mar.

SHANGHAI, KOBE & YOKOHAMA.

Nagato Maru Sunday, 24th Feb.

Lima Maru Thursday, 28th Feb.

Hiruma Maru Monday, 4th Mar.

Genoa Maru Monday, 4th Mar.

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LE BRUX IN INDIA.

DEPARTURE FROM KARACHI FOR CALCUTTA.

Karachi, Feb. 22.

The airman, Le Brux and Paul, left for Calcutta at 1.10 p.m.

Le Brux landed at Cairo on February 20. He is on the way to

John Manners & Co., Ltd. Agents.

Hongkong, 21st February, 1929.

Letter Golf Solution.

Here is the solution to the puzzle on another page.

YULE, MULE, MUSE, MUSS, MOSS, LOSS, LOGS.

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{ Hangeang Wed. 27th Feb at 7 a.m.

{ Kwongsang Sun. 3rd Mar at 7 a.m.

{ Kweisang Wed. 6th Mar at 7 a.m.

TO OSAKA via SHANGHAI, MOJI, YOKOHAMA & KOBE { Kutsang Wed. 27th Feb at 7 a.m.

TO KOBE via MOJI & YOKOHAMA { Suisang Fri. 8th Mar at 7 a.m.

TO OSAKA via MOJI & KOBE { Fooksang Satur. 16th Mar at 3 p.m.

TO STRAITS & CALCUTTA { Namsang Wed. 6th Mar at 3 p.m.

{ Hosang Satur. 16th Mar at 3 p.m.

TO SANDAKAN { Mausang Satur. 9th Mar at 3 p.m.

{ Hinsang Tues. 19th Mar at 3 p.m.

TO CANTON { Kwongsang Mon. 25th Feb at 5 p.m.

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Motor Vessel "GLENHARRY" 3rd Apr.

Motor Vessel "GLENHARRIS" 1st May.

Motor Vessel "GLENBEG" 29th May.

TO SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOCK.

Motor Vessel "GLENAPP" 2nd Mar.

Motor Vessel "GLENHARRIS" 17th Mar.

Steamship "CARNARVONSHIRE" 1st Apr.

Motor Vessel "GLENBEG" 13th Apr.

Steamship "PEMBROKESHIRE" 29th Apr.

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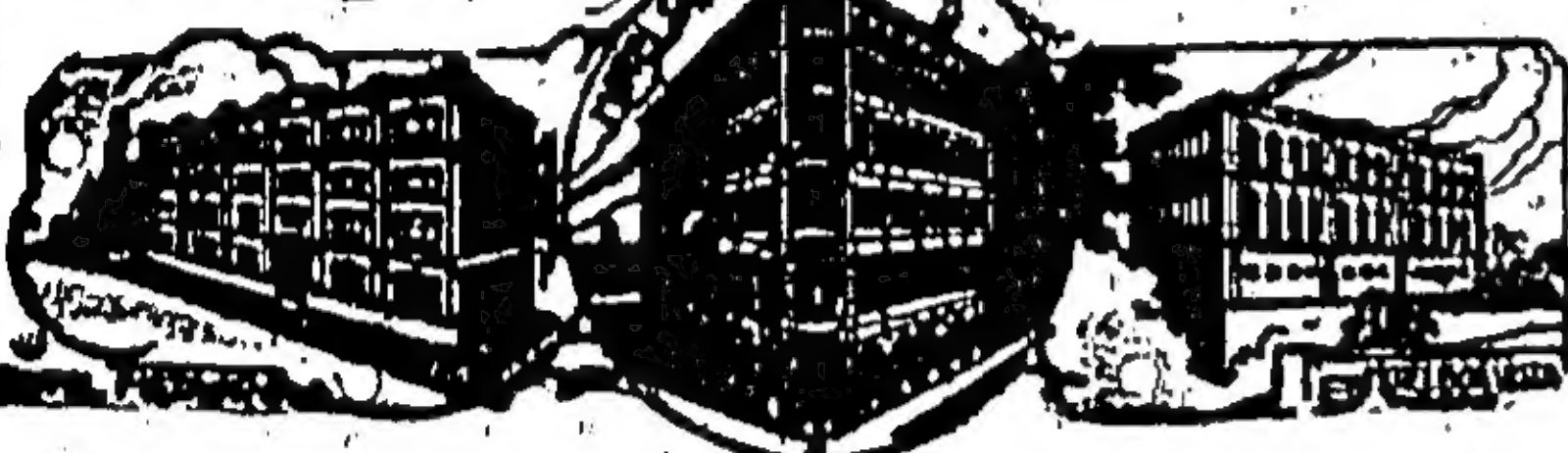
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AN EPOCH-MAKING FLIGHT PLAN.

ATLANTIC ATTEMPT BY OLD HANDS.

RE-FUELLING-IN-AIR SYSTEM TO BE APPLIED.

GREAT EXPERIMENT.

Berlin, Feb. 22.
Colonel Fitzmaurice, who recently resigned his post with the Irish Free State Government, and Captain Koehl, the first and only airmen successfully to fly the Atlantic from east to west, in company with the late Baron Von Huensfeldt, are to introduce a novel feature when they re-attempt the feat in June.

When they flew across in the "Bremen" they made a forced descent on remote Greenly Island, as the result of shortage of petrol. On this occasion they intend to re-fuel in the air.

Start from Lake.

The machine chosen for their latest attempt is a Junkers three-engined aeroplane, much on the lines of the Bremen, but it will be fitted with floats for rising from and alighting on water instead of wheels.

The start will be made from a large lake near Berlin. Very little petrol will be taken on board, the aviators thereby overcoming the difficulties usually experienced in rising, but the airmen will re-fuel while aloft over Berlin, as was done in the case of the "Question Mark" in the United States recently.

Double Re-fuelling.

Re-fuelling of the machine will be again carried out in the air when the machine reaches Lisbon from which point it is intended to strike out across the Atlantic.

It is expected that the petrol supplied at Lisbon will suffice to carry the airmen all the way to New York, but in the event of difficulties being encountered, as for instance the impending winds which are the chief factor in rendering the flight from East to West so much more difficult than from the opposite direction, they will fly to the Azores where they will re-fill, again in the air.

Wireless to be Carried.

The Junkers plane will carry wireless equipment, and they will summon by wireless a third machine to supply them with fuel at the Azores should this be necessary.

The airmen expect to make the journey to New York in fifty hours. They will be accompanied by two other pilots.

It is understood that the aviators have further decided that in the event of a successful flight on the lines set out, they will venture the return journey to Berlin almost immediately in the same plane, following much the same route.

Should both flights prove successful, they will become the first airmen who have flown the Atlantic in both directions.

Much Interest Aroused.

Plans for the flight are now proceeding apace, and it is expected that the necessary arrangements will be completed by early June.

Great interest is being taken in the flight as it indicates the most ready appreciation of the value of the demonstration of the "Question Mark" at Los Angeles recently.

With powerful multi-engined planes, it is thought possible that the re-fuelling in the air system will revolutionise ideas regarding the practicability of transoceanic flights by heavier-than-air craft.—*Reuter.*

SOUND AUSTRALIAN FINANCES.

PRaise BY BRITISH COMMISSIONER.

London, Feb. 22.
Sir Hugo Hirst and Sir Ernest Clark arrived at Southampton today. They were members of the economic Commission to Australia. The Mission will issue a report and Sir Hugo Hirst said that while it would contain certain criticism, it would generally express admiration for the great progress made by Australia.

Sir Hugo Hirst spoke of the soundness of Australia's financial position, despite mistakes that had been made, and expressed satisfaction that 93 per cent. of the Australian population was British to the core.

Australia, he said, should be able to double its present amount of imports and exports, and the Mission advised frequent visits by British businessmen to secure greater co-operation in trade.—*British Wireless.*

SHIPPING BOARD'S HUGE LOSSES.

BRITISH SPEAKER'S FIGURES DISPUTED.

AMERICA'S ANSWER.

Washington, Feb. 22.
Sir William Currie's presidential address at the annual meeting of the Chamber of Shipping of the United Kingdom, in the course of which he dealt critically with State ownership, has raised a protest from Mr. Edward C. Plummer, the Vice-President of the United States Shipping Board.

Sir William Currie stated that the U.S. Shipping Board had lost, on operating alone, the fabulous sum of \$68,000,000 in seven years. Mr. Plummer to-day disputes those figures. He says that the losses of the Shipping Board have averaged \$8,000,000 every year since 1917 (which makes \$68,000,000 in 11 years).

Against this, however, Mr. Plummer places the fact that the international commerce of the United States has increased more in those few years than in the preceding half-century.

The actual expense of the Board's operation over the income is now, he says, less than \$1,400,000.—*Reuter's American Service.*

NATIONAL IDEAS IN MUSIC.

COMING ANGLO-AMERICAN CONFERENCE.

Full arrangements have now been made for the first Anglo-American Music Conference for British Empire and American musicians and educationists to be held at Lausanne during the week August 2-9 next.

Every section of educational music will be dealt with. Each section will have two chairmen, British and American, and especially chosen national representative speakers, authorities in their particular sections. The English list includes all the best-known authorities on education in the country.

The Conference is open to everyone interested in the teaching of music, from University Professors to elementary school teachers, and special travelling rates and facilities have been organized to allow the fullest possible attendance.

SHIP CHANGED INTO AN ICEBERG.

TRANSFORMATION SCENE THEORY OF BALTIC TRAGEDY.

Riga, Jan. 25.
No hope is entertained of finding survivors of the 420-ton Latvian steamer *Laima*, which has been missing since January 15.

It is feared she was lost with all hands during the recent storm in the Baltic. The theory is that, as a result of the gigantic waves which must have overwhelmed her, the ship was turned into a single huge block of ice. This would explain why no lifebelts or pieces of wreckage have been found.

[Such an event as the casing of a ship in ice was imagined by Clark Russell in his Antarctic novel of "The Frozen Pirate." But, in that fantastic romance, the pirate became unfrozen and, like the Ancient Mariner's shipmates, groaned and stirred and awoke.]

BYRD'S ANTARCTIC DISCOVERIES.

QUESTION OF FLAGS AND OWNERSHIP.

Washington, Feb. 22.
The opinion is expressed that Commander Byrd's Antarctic discoveries may eventually lead to the creation of an International Arbitration Commission to settle the question of how far national ownership can be established by hoisting a flag on uninhabitable territory.—*Reuter's American Service.*

CANADA AND THE PACT.

BILL PASSED WITHOUT RESERVATION.

Ottawa, Feb. 22.
The Canadian House of Commons to-day unanimously accepted the Bill for the ratification of the Kellogg Pact, without reservation.—*Reuter.*

RAIN OR MIST.

The weather forecast for the next 24 hours issued by the Royal Observatory is:—Light variable winds, possibly freshening from N. E. later Generally overcast, with some light rain or mist.

H.M.S. *Sepoy* arrived at Nanking from Shanghai on Friday, and the *Seraph* left Nanking this morning for Shanghai and Hongkong.

EMPLOYERS AND EMPLOYED.

NECESSITY FOR MORE CO-OPERATION.

TALK TO HONGKONG & CANTON MERCHANTS.

GEN. CHAN'S VIEWS.

The necessity of better co-operation between merchants and labourers, to help in developing the trade of the country, was stressed in a speech which General Chan Ming-shu delivered at Government House, Canton, on Wednesday, when he welcomed a large number of leading merchants of Canton and Hongkong.

General Chan began his speech by saying that Canton and Hongkong should intermingling and associate more than they have in the past, and then went on to give his personal views on the industrial situation.

Referring to the labour class, General Chan spoke of their being fooled by the Communists a little more than a year ago, saying that, not knowing that they were walking into a trap set for them, they unwittingly allowed themselves to be used as tools. Later they had their eyes opened and since then they had been following the right path to progress and improvement.

More Co-operation.

After stating that he was in cordial sympathy with the aims and desires of the labouring class towards uplift and betterment, General Chan said the labourers were as much a part of the nation as any other class, and he hoped they would come forward at all times to co-operate for the general good of the community and the country. Continuing, he said:

"In the second place, I earnestly hope to see a closer spirit of co-operation between labour and employers. Industry in this country has fallen to a very low level, and this state of affairs has been due, in great part, to a lack of understanding between capital and labour. Capital and labour form the two components of a team. To get most efficient results they must pull together in union and harmony; if they pull in opposition to each other then disaster follows. Employer and labour must therefore work together to develop industry to a strong healthy condition."

Merchant's Opportunity.

General Chan then went on to speak of the necessity of a uniform system in the organization of Labour Unions, and, in a welcome to the merchants, said:—"We can all sympathize with the obstacles that the merchants have to contend with, and I am sure that everyone has nothing but admiration for the sturdy manner in which they have faced hardships. Now that the country is unified, with peace and tranquillity prevailing throughout the land, and relations with foreign countries developing to a more friendly basis, the path of the merchants is smoothed of many of the difficulties that have hitherto beset them. They have now a wonderful opportunity of developing the country's commerce to healthy proportions and I hope they will not fail to make the most of the chance that they have."

Better Attention to Labour.

Concerning my views towards labour I hope that you will not misunderstand me and gain the impression that I am championing their cause at the expense of others. The Government endeavours always to treat all classes of the populace with strict impartiality and fairness and our foremost aim is to foster the close co-operation between the two sides, their mutual aims are practically identical. In thinking of their own interests, merchants should at the same time devote consideration to their employees, the labourers, striving to assist them as much as possible, for after all, in the field of industry, capital and labour belong to one family. By steadfastly refusing to permit any possibility of disagreement between them, the future prospects of commerce are indeed bright, and improvement to industry will assist directly in lightening the burden of the Government.

THE CRACKER-FIRING NUISANCE.

REMINDER THAT PERMITS ARE NEEDED.

Attention is drawn in the *Government Gazette* to the fact that the firing of crackers without a permit is illegal.

Applications for permits to fire crackers ashore should be made to the Secretary for Chinese Affairs. The sanction of the Harbour Master is required to fire crackers from vessels of any kind.

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A STORY OF LOVE—but what a story!

LOVE triumphant over suffering and disaster, love smiling bravely through heartbreak!

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TOGETHER AGAIN!

BASED ON LYOF N. TOLSTOI'S

Famous story, "Anna Karenina"

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With

JANET GAYNOR

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